

This appendix contains the related information documenting the public meeting / public hearing held on January 10, 2006 regarding the Part 150 Noise Compatibility Program and associated noise issues. Following is the list of information included in this appendix.

- Meeting Summary
- Copy of the Meeting Notification Postcard
- The Postcard Mailing List
- List of Meeting Attendees
- Meeting Invitation Email and List of Receivers
- Fact Sheet
- Speaker Request Cards
- Copy of News Release
- Newspaper Advertisements
- Proof of Publication
- Newspaper Articles
- Powerpoint Presentation





*Public Affairs  
Community Relations  
Issues Management*

Katz & Associates, Inc.  
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La Jolla, CA 92037-1477  
(858) 452-0031  
(858) 552-8437 fax  
[crobles@katzandassociates.com](mailto:crobles@katzandassociates.com)  
[www.katzandassociates.com](http://www.katzandassociates.com)

**McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Meeting 3 Summary  
Tuesday, January 10, 2006  
6:30 p.m. to 8:30 p.m.**

**Location:** Carlsbad Safety Center, Meeting Room 1  
2560 Orion Way  
Carlsbad, CA 92008  
**Facilitator:** Allison Turner  
**Number of Public Attendees:** 65

**Participants:**

Palomar Airport Advisory Committee:

Ramona Finnila, Chair  
John Christenson  
Bob Gates  
Tim Hutter  
Ginna Reyes  
Howard Williams

McClellan-Palomar Airport

Olivier Brackett, Assistant Airport Manager  
Willie Vasquez, Airport Manager

County of San Diego

Peter Drinkwater, Director, County Airports  
Bill Polick, Public Affairs Officer

URS

Deborah Murphy Lagos, Senior Project Manager  
Susumu Shirayama  
Sheyna Wisdom

Katz & Associates

Cheryn Robles  
Kelly Thomas  
Allison Turner

**Introductions and Meeting Agenda Review**

A. Turner started the meeting with introductions, a review of the agenda and mention of what forms community members needed to complete in order to comment on the study's recommendations. R. Finnila introduced the PAAC members attending the meeting.

**COPY OF THE MEETING NOTIFICATION POSTCARD**

# Final Public Meeting Planned for McClellan-Palomar Airport Noise Compatibility Study



**Y**ou are invited to attend the third of three public meetings scheduled to provide information and gather public input on the McClellan-Palomar Airport Part 150 Airport Noise Compatibility Study.

At this meeting, the following information will be presented:

- Operational Noise Abatement Measures
- Land Use Compatibility Measures
- Program Management Measures

The County of San Diego received authorization and funding from the Federal Aviation Administration (FAA) to prepare a Federal Aviation Regulation Part 150 Noise Compatibility Study at McClellan-Palomar Airport. An environmental consulting firm, URS, was contracted to conduct an analysis of air traffic utilizing the airport to interface with the surrounding community and to update the airport's Noise Compatibility Program.

The goal of the Study is to create the best possible relationship between the airport and surrounding residential and business communities by minimizing aviation noise impacts and maintaining land use compatibility. The major components of the Study included the development of noise exposure maps and the creation of a noise compatibility program, which included public involvement. Final results will be presented to the FAA for review, comments and approval.

**The FAA wants your input! Please attend this final public meeting on Tuesday, January 10, 2006 at the Carlsbad Safety Center, located at 2560 Orion Way, Carlsbad, CA 92008.**

**An information Open House will begin at 6:30 p.m. It will be followed by a 7:00 p.m. presentation summarizing recent findings and recommendations of the study. Attendees will have the opportunity to provide comments and input at 7:30 p.m.**

Noise Exposure maps and other relevant information pertaining to the noise compatibility study may be found on the Internet at [www.sdcounty.ca.gov/dpw/airports/150noise.html](http://www.sdcounty.ca.gov/dpw/airports/150noise.html)

URS Corporation • 1615 Murray Canyon Road, Suite 1000 • San Diego, CA 92108

## Public Meeting

- **When:** Tuesday, January 10, 2006, 6:30 p.m. to 8:30 p.m.
- **Where:** Carlsbad Safety Center  
2560 Orion Way  
Carlsbad, CA 92008

**URS Corporation**

c/o Deborah Murphy Lagos

7650 W. Courtney Campbell Causeway

Tampa, FL 33607-1462

**Public Meeting Notice  
for McClellan-Palomar Airport**

Noise Compatibility Study



## **THE POSTCARD MAILING LIST**

Attention: Pam Slater-Price  
County Board of Supervisor (Dist. 3)  
County Administration Center  
1600 Pacific Highway, Room 335  
San Diego, CA 92101

Attention: Bill Horn  
County Board of Supervisor (Dist. 5)  
County Administration Center  
1600 Pacific Highway, Room 335  
San Diego, CA 92101

Attention: Dan Dalager  
Mayor  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: Christy Guerin  
Deputy Mayor  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: Jerome Stocks  
Council Member  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: James Bond  
Council Member  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: Maggie Houlihan  
Council Member  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: Pat Murphy  
Planning & Building Director  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

Attention: Morris Vance  
Mayor  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Frank Lopez  
City Council  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Bob Campbell  
City Council  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Ted Owen, CEO  
Carlsbad Chamber of Commerce  
Economic Enhancement Council  
P.O. Box 1605  
Carlsbad, CA 92008

Attention: Ron Rouse  
Carlsbad Chamber of Commerce  
Economic Enhancement Council  
P.O. Box 1605  
Carlsbad, CA 92008

Attention: Dan Burkhart  
National Business Aviation Association  
10164 Meadow Glen Way East  
Escondido, CA 92026

Attention: Jerry Houser, Director  
Palomar Community College – Aeronautics  
Program  
1140 West Mission Road  
San Marcos, CA 92069

Attention: John A. Roach  
Superintendent  
Carlsbad Unified School District  
6225 El Camino Real  
Carlsbad, CA 92009

Attention: Jerome Pendzick  
Federal Aviation Administration  
Flight Standards District Office  
8525 Gibbs Drive  
San Diego, CA 92123

Attention: Ron Nang  
Federal Aviation Administration  
Air Traffic Management  
10530 Burned Oak Lane  
Escondido, CA 92026

Attention: Linda O'Brien  
Federal Aviation Administration  
Air Traffic Management  
9175 Kearny Villa Road  
San Diego, CA 92126

Attention: Linda O'Brien  
Federal Aviation Administration  
Socal Tracon  
9175 Kearny Villa Road  
San Diego, CA 92126

Attention: Jerry Gallegos  
San Diego Association of Governments  
401 B Street, Suite 800  
First Interstate Plaza  
San Diego, CA 92101

Attention: Mary Frederick,  
Acting Division Chief  
CALTRANS Dept of Transportation  
Aeronautics  
P.O. Box 942873  
Sacramento, CA 94273

Attention: Donnya Daubney  
Barnstorming Adventures  
2160 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Jenna Griswold  
Office Manager  
Pinnacle Aviation  
2016 Palomar Airport Road  
Carlsbad, CA 92009

Attention: Guillermo Vasquez  
Airport Manager  
McClellan Palomar Airport  
2198 Palomar Airport Road  
Carlsbad, CA 92008-4814

Attention: Ted Anasis  
Airport Planner  
San Diego Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

Attention: Jim Baumann, CEO  
Vista Chamber of Commerce  
201 Washington Street  
Vista, CA 92084

Attention: Keith Turner, CEO  
Encinitas Chamber of Commerce  
138 Encinitas Blvd.  
Encinitas, CA 92024

Attention: Juanita Hayes, CEO  
San Marcos Chamber of Commerce  
939 Grand Avenue  
San Marcos, CA 92069

Attention: David Nydegger, CEO  
Oceanside Chamber of Commerce  
928 North Coast Hwy  
Oceanside, CA 92054



Attention: Don McClure  
Air Line Pilots Association  
535 Herndon Parkway  
Herndon, VA 20170

Attention: Jeff Gilley  
Manager  
National Business Aviation Association  
1200 18<sup>th</sup> Street, NW Suite 400  
Washington D.C. 20036-2527

Attention: Keith Holt  
Director of Legislative Affairs  
Aircraft Owners and Pilots Association  
601 Pennsylvania Avenue NW #875  
Washington, DC 20004

Attention: Peter Drinkwater  
San Diego County Airport Division  
1960 Joe Crosson Drive  
El Cajon, CA 92020

Attention: Karen Burgess  
Executive Director  
San Diego County Commercial Association of  
Realtors - CAR Region 20  
12230 El Camino Real #320  
San Diego, CA 92130

Attention: Roni Telmosse  
General Manager  
San Diego Association of Realtors  
CAR Region 24  
P.O. Box 85586  
San Diego, CA 92186-5586

Attention: Lani Rieck  
General Manager  
Jet Source Charter, Inc.  
2006 Palomar Airport Rd.  
Carlsbad, CA 92011

Attention: Heather Pacheco, Manager  
Magellan Aviation  
2006 Palomar Airport Rd.  
Carlsbad, CA 92011

Attention: Kimberly Skinner, Charter Sales  
Schubach Aviation  
2006 Palomar Airport Rd.  
Carlsbad, CA 92011

Attention: Ginna Reyes, Manager  
Western Flight  
2210 Palomar Airport Rd.  
Carlsbad, CA 92011

Attention: Scott Walker, President  
Elite Jet  
5962 La Place Ct.  
Carlsbad, CA 92008

Attention: Donald Graham  
Station Manager  
United Express (Skywest)  
2198 Palomar Airport Rd.  
Carlsbad, CA 92011

Attention: Ken Zerda  
Flying Samaritan Group  
5208 Sand Dollar Ct.  
San Diego, CA 92130

Attention: Lason Brown  
President  
Exclusive Charter Services  
3753 John Montgomery Drive  
San Diego, CA 92123

Attention: Ronald Nang  
Air Traffic Controller, Palomar Airport  
2200 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Rebecca Hare, Acting Manager  
America West Express, Commuter Terminal  
2198 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Candise Tu  
Civic Helicopters  
2192-H Palomar Airport Road  
Carlsbad, CA 92011

Attention: Mel Holmes, President  
Grey Eagle Aviation  
2186 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Jenna Griswold  
Pinnacle Aviation Academy  
2016 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Minerva Williams  
Orion Aviation Inc.  
2138-B Palomar Airport Road  
Carlsbad, CA 92011

Attention: Misty Pawlowski  
Operations Supervisor  
Eastridge Group  
5650 El Camino Real, Suite 101  
Carlsbad, CA 92008

Attention: Jack Williams  
Aviation  
6714 Bamboury Place  
Carlsbad, CA 92009

Attention: Wayne Dauber  
South Seas  
P.O. Box 5035  
Rancho Santa Fe, CA 92067

Attention: Greg Hein  
Aviation Resource Group  
29928 Lilac Road  
Valley Center, CA 92082

Attention: Richard Sax  
Premier Jet  
2006 Palomar Airport Road  
Carlsbad, CA 92011

Attention: Gordon Sieler, Resident  
5082 Dassia Way  
Oceanside, CA 92056-7400

Attention: Leslie Jantz, Resident  
1207 Countrywood Lane  
Vista, CA 92083

Attention: Ron Sea, Resident  
6423 Merlin Drive  
Carlsbad, CA 92009

Attention: Brad Lund, Resident  
6708 Lonicera  
Carlsbad, CA 92008

Attention: Tom Foster, Resident  
2289 Bryant Drive  
Carlsbad, CA 92008

Attention: Francis Bonner, Resident  
6503 Friendly Place  
Carlsbad, CA 92009

Attention: Superintendent  
Carlsbad Unified School District  
3556 Monroe Street  
Carlsbad, CA 92008

Attention: Principal  
Capri Elementary School  
941 Capri Road  
Encinitas, CA 92024

Attention: Robert Pat, Resident  
2770 Sunny Creek Road  
Carlsbad, CA 92008

Attention: Principal  
Carrillo Elementary School  
2875 Pointsettia Avenue  
Carlsbad, CA 92008

Attention: Principal  
Diegueno Junior High School  
2150 Village Park Way  
Encinitas, CA 92024

Attention: Terence A. Davies, Resident  
1021 Goldeneye View  
Carlsbad, CA 92009

Attention: Principal  
Hope Elementary School  
3010 Tamarack Avenue  
Carlsbad, CA 92008

Attention: Superintendent  
Encinitas School District  
101 S. Rancho Santa Fe Road  
Encinitas, CA 92024

Attention: James R. Wright  
Ocean Hills Country Club  
6017 Piros Way  
Oceanside, CA 92056-7266

Attention: Principal  
Jefferson Elementary School  
3743 Jefferson Street  
Carlsbad, CA 92008

Attention: Principal  
Oak Crest Junior High School  
675 Balour Drive  
Encinitas, CA 92024

Attention: Lee Baldrige, Resident  
1139 Cabot Court  
Vista, CA 92083

Attention: Principal  
Kelly Elementary School  
4885 Kelly Drive  
Carlsbad, CA 92008

Attention: Principal  
Pacific View Elementary School  
608 3<sup>rd</sup> Street  
Encinitas, CA 92024

Attention: Principal  
Aviara Oaks Elementary School  
6900 Ambrosia Lane  
Carlsbad, CA 92008

Attention: Principal  
La Costa Heights Elementary School  
3035 Levante Street  
Carlsbad, CA 92008

Attention: Principal  
Park Dale Lane Elementary School  
2050 Park Dale Lane  
Encinitas, CA 92024

Attention: Principal  
Aviara Oaks Middle School  
6880 Ambrosia Lane  
Carlsbad, CA 92008

Attention: Principal  
Magnolia Elementary School  
1905 Magnolia Avenue  
Carlsbad, CA 92008

Attention: Principal  
Paul Ecke Central Elementary School  
185 Union Street  
Encinitas, CA 92024

Attention: Principal  
Buena Vista Elementary School  
1330 Buena Vista Way  
Carlsbad, CA 92008

Attention: Principal  
Pacific Rim Elementary School  
1100 Camino De Las Ondas  
Carlsbad, CA 92008

Attention: Principal  
San Dieguito High School  
800 Santa Fe Drive  
Encinitas, CA 92024

Attention: Principal  
Carlsbad High School  
3557 Monroe St.  
Carlsbad, CA 92008

Attention: Principal  
Pine Elementary School  
3333 Harding Street  
Carlsbad, CA 92008

Attention: Superintendent  
San Dieguito School District  
710 Encinitas Blvd.  
Encinitas, CA 92024

Attention: Superintendent  
Carlsbad School District  
801 Pine Avenue  
Carlsbad, CA 92008

Attention: Principal  
Valley Middle School  
1645 Magnolia Avenue  
Carlsbad, CA 92008

Attention: Principal  
Sunset High School  
684 Requeza Street  
Encinitas, CA 92024

Attention: Principal  
Alamosa Park Elementary School  
5130 Alamosa Park Drive  
Oceanside, CA 92057

Attention: Principal  
Lake Elementary School  
4950 Lake Blvd.  
Oceanside, CA 92057

Attention: Principal  
Ocean Shores High School  
3131 Oceanside Blvd  
Oceanside, CA 92057

Attention: Principal  
Del Rio Elementary School  
5207 E Parker Street  
Oceanside, CA 92057

Attention: Principal  
Laurel Elementary School  
1410 Laurel Street  
Oceanside, CA 92057

Attention: Principal  
Oceanside High School  
100 S. Horne Street  
Oceanside, CA 92057

Attention: Principal  
Ditmar Elementary School  
1125 S Ditmar Street  
Oceanside, CA 92057

Attention: Principal  
Libby Elementary School  
423 W. Redondo Drive  
Oceanside, CA 92057

Attention: Superintendent  
Oceanside Unified School District  
2111 Mission Avenue  
Oceanside, CA 92057

Attention: Principal  
E. G. Garrison Elementary School  
333 Garrison Street  
Oceanside, CA 92057

Attention: Principal  
Lincoln Middle School  
2000 California Street  
Oceanside, CA 92057

Attention: Superintendent  
Oceanside Unified School District  
2070 Mission Avenue  
Oceanside, CA 92057

Attention: Principal  
El Camino High School  
400 Rancho Del Oro Drive  
Oceanside, CA 92057

Attention: Principal  
Madison Middle School  
4930 Lake Blvd.  
Oceanside, CA 92057

Attention: Principal  
Pacific View Charter School  
3355 Mission Avenue, #139  
Oceanside, CA 92057

Attention: Principal  
Empresa Elementary School  
4850 Avenida Empressa  
Oceanside, CA 92057

Attention: Principal  
Mary Fay Pendleton Elementary School  
110 Marine Drive  
Oceanside, CA 92057

Attention: Principal  
Pacifica Elementary School  
4991 Macario Drive  
Oceanside, CA 92057

Attention: Principal  
Futures Tutoring  
2204 S El Camino Real, #310  
Oceanside, CA 92057

Attention: Principal  
Mc Auliffe Elementary School  
3701 Kelton Drive  
Oceanside, CA 92057

Attention: Principal  
Palmquist Elementary School  
1999 California Street  
Oceanside, CA 92057

Attention: Principal  
Ivey Ranch Elementary School  
4275 Via Rancho Road  
Oceanside, CA 92057

Attention: Principal  
Mission Elementary School  
2100 Mission Avenue  
Oceanside, CA 92057

Attention: Principal  
Reynolds Elementary School  
4575 Douglas Drive  
Oceanside, CA 92057

Attention: Principal  
Jefferson Middle School  
823 Acacia Avenue  
Oceanside, CA 92057

Attention: Principal  
Mission Meadows Elementary School  
5657 Spur Avenue  
Oceanside, CA 92057

Attention: Principal  
Roosevelt Middle School  
850 Sagewood Drive  
Oceanside, CA 92057

Attention: Principal  
King Middle School  
1290 Ivey Ranch Road  
Oceanside, CA 92057

Attention: Principal  
North Terrace Elementary School  
940 Capistrano Drive  
Oceanside, CA 92057

Attention: Principal  
ROTC Oceanside High School  
1<sup>st</sup> and Horne  
Oceanside, CA 92057

Attention: Principal  
San Luis Rey Elementary School  
3535 Hacienda Drive  
Oceanside, CA 92057

Attention: Principal  
San Marcos Academy  
300 W. San Marcos Blvd.  
San Marcos, CA 92069

Attention: Principal  
Breeze Hill Elementary School  
1111 Melrose Way  
Vista, CA 92084

Attention: Principal  
San Rafael Elementary School  
1616 San Rafael Drive  
Oceanside, CA 92057

Attention: Principal  
San Marcos High School  
1615 W. San Marcos Blvd.  
San Marcos, CA 92069

Attention: Principal  
California Avenue School  
215 W. California Avenue  
Vista, CA 92084

Attention: Principal  
Santa Margarita Elementary School  
1 Carnes Road  
Oceanside, CA 92057

Attention: Principal  
San Marcos Middle School  
650 W. Mission Road  
San Marcos, CA 92069

Attention: Principal  
Casita Elementary School  
260 Cedar Road  
Vista, CA 92084

Attention: Principal  
South Oceanside Elementary School  
1806 S. Horne Street  
Oceanside, CA 92057

Attention: Superintendent  
San Marcos School District  
1 Civic Center Drive, #300  
San Marcos, CA 92069

Attention: Principal  
Crestview Elementary School  
510 Sunset Drive  
Vista, CA 92084

Attention: Principal  
Stuart Mesa Elementary School  
100 Yamanako Way  
Oceanside, CA 92057

Attention: Principal  
Twin Oaks Elementary School  
1 Cassou Road  
San Marcos, CA 92069

Attention: Principal  
Grapevine Elementary School  
630 Grapevine Road  
Vista, CA 92084

Attention: Principal  
Discovery Elementary School  
730 Applewilde Drive  
San Marcos, CA 92069

Attention: Principal  
Twin Oaks High School  
158 Cassou Road  
San Marcos, CA 92069

Attention: Principal  
Guajome Park Academy  
2000 N. Santa Fe Aveune  
Vista, CA 92084

Attention: Principal  
Foothills High School  
158 Cassou Road  
San Marcos, CA 92069

Attention: Principal  
Woodland Park Middle School  
1270 Rock Springs Road  
San Marcos, CA 92069

Attention: Principal  
Lincoln Middle School  
151 Escondido Avenue  
Vista, CA 92084

Attention: Principal  
Knob Hill Elementary School  
1825 Knob Hill Road  
San Marcos, CA 92069

Attention: Principal  
Alta Vista Continuation High  
1575 Bonair Road  
Vista, CA 92084

Attention: Principal  
Monte Vista Elementary School  
1720 Monte Vista Drive  
Vista, CA 92084

Attention: Principal  
Paloma Elementary School  
660 Camino Magnifico  
San Marcos, CA 92069

Attention: Principal  
Beaumont Elementary School  
550 Beaumont Drive  
Vista, CA 92084

Attention: Principal  
Olive Elementary School  
836 Olive Avenue  
Vista, CA 92084

Attention: Principal  
Richland Elementary School  
910 Borden Road  
San Marcos, CA 92069

Attention: Principal  
Bobier Elementary School  
220 W. Bobier Drive  
Vista, CA 92084

Attention: Principal  
Palomar High School  
1401 Palomar Place  
Vista, CA 92084

Attention: Principal  
Rancho Buena Vista High School  
1601 Longhorn Drive  
Vista, CA 92084

Attention: Library Manager  
Encinitas Public Library  
540 Cornish Drive  
Encinitas, CA 92024

Attention: Doris Calvo  
Secretary to the City Council  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Principal  
Sierra Vista High School  
325 E. Bobier Drive  
Vista, CA 92084

Attention: Library Manager  
Vista Library  
700 Eucalyptus Ave.  
Vista, CA 92084

Attention: Judy Ritter  
City Council  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Principal  
Vista High School  
1 Panther Way  
Vista, CA 92084

Federal Aviation Administration  
San Diego Flight Services  
Manager, Rose L. Sardisco  
4302 Ponderosa Avenue  
San Diego, CA 92123

Attention: Stephen Gronke  
City Council  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Superintendent  
Vista Unified School District  
1234 Arcadia Avenue  
Vista, CA 92084

Attention: Betsy Eskridge  
Department of Transportation  
Division of Aeronautics, MS #40  
P.O. Box 942874  
Sacramento, CA 94274-0001

Attention: Robin Putnam  
Director of Community Development  
City of Vista  
P.O. Box 1988  
Vista, CA 92085

Attention: Principal  
Washington Middle School  
740 Olive Avenue  
Vista, CA 92084

Palomar Airport Liaison Representative  
5859 Box Canyon Road  
La Jolla, CA 92037

Attention: Claude A. "Bud" Lewis  
Mayor  
City of Carlsbad  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008-7314

Attention: Library Manager  
Carlsbad City Library  
1775 Dove Lane  
Carlsbad, CA 92009

Palomar Auxiliary Airport Liaison  
Representative  
4347 Country Trails  
Bonita, CA 91902

Attention: Matt Hall  
Mayor Pro Tempore  
City of Carlsbad  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008-7314

Attention: Library Manager  
Carlsbad Library  
3333 Harding St., #11  
Carlsbad, CA 92009

Attention: Ramona Finnila  
Palomar Airport Advisory Committee  
2198 Palomar Airport Road, MS N137  
Carlsbad, CA 92008-4814

Attention: Norine Sigafosse  
Council Member  
City of Carlsbad  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008-7314

Attention: Library Manager  
Oceanside Mission Branch Library  
3861 Mission Ave., #B1  
Oceanside, CA 92054

Attention: F.H. "Corky" Smith  
Mayor  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Ann J. Kulchin  
Council Member  
City of Carlsbad  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008-7314

Attention: Library Manager  
Oceanside City Library  
321 N. Nevada St.  
Oceanside, CA 92054

Attention: Pia Harris-Ebert  
Vice-Mayor  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Mark Packard  
Council Member  
City of Carlsbad  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008-7314

Attention: Library Manager  
Oceanside Public Library  
330 N. Coast Highway  
Oceanside, CA 92054

Attention: Hal Martin  
Council Member  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Marcela Escobar-Eck  
Planning Director  
City of Carlsbad  
1635 Faraday Avenue  
Carlsbad, CA 92008-7314

Attention: Jim Desmond  
Council Member  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Mike Preston  
Council Member  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Jerry Backoff  
Planning Director  
City of San Marcos  
1 Civic Center Drive  
San Marcos, CA 92069

Attention: Jim Wood  
Mayor  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Attention: Esther C. Sanchez  
Deputy Mayor  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Attention: Rocky Chavez  
Council Member  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Attention: Jack Feller  
Council Member  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Attention: Shari Mackin  
Council Member  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

Attention: Gerald Gilbert  
Planning Director  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

## **LIST OF MEETING ATTENDEES**

**McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Public Meeting 3 Attendees**

Name	Address	Phone	E-mail	HOA Member	Speaker
Amy Houli	1309 Windsor Rd. Cardiff				
Ann Ekland	6721 Oleander Way	760-438-2699		Altamira I	
Arnold Ekland	6721 Oleander Way	760-438-2699		Altamira 4	Yes
Arthur Rosa	6378 Topmast Dr. Carlsbad	760-602-0936		Saltaire	
Barbara Henry	North County Times	760-901-4072			
Becky Reed	2056 Palomar Airport Rd. #5 Carlsbad	760-931-5851	<a href="mailto:beckyr@imi-aviation.com">beckyr@imi-aviation.com</a>		
Bill Stark	4781 Endeavor Ln.	760-729-8785	<a href="mailto:BillatCRQ@Pacbell.net">BillatCRQ@Pacbell.net</a>	LDM	
Bob Carroll	1254 Mariposa Rd.	760-438-9232		Shorepoint	
Bob Gates	6748 Lemon Leaf Dr.	760-804-1799	<a href="mailto:rcgrg@aol.com">rcgrg@aol.com</a>	Mariner's Point	
Carrol Atleff Dymott	6390 Topmast Dr.	760-918-9821		Saltaire HOA	
Cecilia Rosa	6378 Topmast Dr. Carlsbad	760-602-0936		Saltaire	
Charles Buckley	3535 Linda Vista S.M.	760-597-1818	<a href="mailto:cbbudman@aol.com">cbbudman@aol.com</a>		Yes
Chin Yi Tu	127 Calle Huerto	760-438-8424	<a href="mailto:CYTU@hotmail.com">CYTU@hotmail.com</a>		Yes
Cindy Jesch	8525 Gibbs Dr.				
Dan Thompson	22898 Red Dawn Dr. Sun City	951-679-2971	<a href="mailto:d858thompson@msn.com">d858thompson@msn.com</a>		
Dani Crowell	1010 Turnstone Rd.	760-473-0915	<a href="mailto:dkjr2002@yahoo.com">dkjr2002@yahoo.com</a>	Yes	
Dave Richter	San Diego Regional Aviation Assoc. 2008 Palomar Airport Rd.	858-779-9625	<a href="mailto:info@sdraa.org">info@sdraa.org</a>		Yes
Doris V. Evans	954 Brighton Ct. Vista, CA 92081	760-727-1585		Shadowridge Cottages Owners Assoc.	
Dru Babcock	P.O. Box 17163 San Diego, CA 92177		<a href="mailto:drudown666@yahoo.com">drudown666@yahoo.com</a>		
Earle Grueskin	6180 Paseo Palero	310-1667			
Frank Milian	2855 Vista Mapiana	804-3111			
Gail Carroll	1254 Mariposa Carlsbad	438-9232	<a href="mailto:gncarroll@sbcglobal.net">gncarroll@sbcglobal.net</a>	Shorepoint	Yes
George McJimsey	1401 Vanessa Ct. Encinitas	760-929-1009	<a href="mailto:GMPProfite@aol.com">GMPProfite@aol.com</a>		Yes
Gordon Nesbitt	6624 Grulla St. Carlsbad	760-431-8079	<a href="mailto:ganessbitt@raltheon.com">ganessbitt@raltheon.com</a>		
Greg Chornak	6400 El Pato Ct.	760-586-3466	<a href="mailto:gr656@yahoo.com">gr656@yahoo.com</a>	Saltaire HOA	Yes
Howard Williams	1443 Alga Ct. Vista	598-7725		SROA	
Hugh Hatch	1930 W. San Marcos Blvd. #321	597-9545	<a href="mailto:SanMarcosHugh@aol.com">SanMarcosHugh@aol.com</a>	Palomar Estates West MHP	
Jim McNamara	12488 Pomerado Rd.				
Jim Swain	1579 Sapphire Dr.	887-4367	<a href="mailto:JimSwain@sbcglobal.net">JimSwain@sbcglobal.net</a>		
Joanne Grueskin	6182 Paseo Palero	760-929-9755	<a href="mailto:Jgrue@yahoo.com">Jgrue@yahoo.com</a>	Rancho Carrillo	Yes
Joe Capparo	1091 Oceanic Dr. Encinitas	760-436-5465			Yes
John Christensen	900 El Camino Real #352 Oceanside, CA 92054	760-754-7079			
John Earle	Carlsbad	760-729-5463			Yes
Kathie Nordquist	6421 Topmast Dr.	760-431-8894	<a href="mailto:KGGURL@aol.com">KGGURL@aol.com</a>	Saltaire	
Leland Geiler	2325 Longfellow Rd. Carlsbad	760-930-3108			
Marvin A. Denowitz	4295 Skyline Rd. Carlsbad	760-720-2396			
Maureen Kube	6426 Merlin Drive	929-8524	<a href="mailto:MaureenKube@adelphia.net">MaureenKube@adelphia.net</a>	Seabright GRG Mgmt.	Yes
Maurice A. O'Connor	1862 Jardine Ct. Vista, CA 92081	760-598-6070	<a href="mailto:skyrover@nethere.com">skyrover@nethere.com</a>		
Mike Grin	1635 Faraday Ave. Carlsbad	760-602-4623			
Nelson Carrick	2192 Palomar Airport Rd. Carlsbad, CA 92011	760-930-0123			
Patrick Johnson	600 Eucalyptus Ave. Vista, CA 92084				
Paul Burgs	9885 Paseo Temporal San Diego				
Pete Ciesla	15000 Aviation Blvd.	725-3633			
Peter Drinkwater	Airport	619-778-3759			



**McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Public Meeting 3 Attendees**

Name	Address	Phone	E-mail	HOA Member	Speaker
Phil Esbensen	2559 Abedul St. Carlsbad	438-3425			
Phil Rath	1600 Pacific Highway San Diego, CA 92101				
Ramona Finnila	4669 Coralwood Carlsbad 92008	760-729-6587			
Rhonda and Dale Dennis	1064 Goldeneye	760-431-1132			
Rick Brown	1289 Veronica Ct. Carlsbad		<a href="mailto:rkbrown819@yahoo.com">rkbrown819@yahoo.com</a>	Mariner's Point	
Robert "Bert" Bettencourt	1930 W. San Marcos Blvd. #120	598-5409	<a href="mailto:02BaFish@hotmail.com">02BaFish@hotmail.com</a>	Palomar Estates West MHP	
Robert Woelffer	6138 Paseo Monona 92009		<a href="mailto:RWOELFFER@SBCGLOBAL.NET">RWOELFFER@SBCGLOBAL.NET</a>		Yes
Rock Swanson	4346 Manchester Encinitas, CA 92024	760-213-1323			
Sabrina Shaw	1027 Turnstone Rd. Carlsbad, CA 92011	760-431-5344		Yes	
Stephen Reeling	1913 Cassia Road Apt. 301 Carlsbad	760-644-6898	<a href="mailto:info@stephenreeling.com">info@stephenreeling.com</a>		
Steven Cummings	30474 Mesa Crest Rd.	760-966-3281	<a href="mailto:Steven.Cummings@SDCounty.gov">Steven.Cummings@SDCounty.gov</a>		
Tanya Dean	1989 White Oak Ct.	727-6556			
Tim Hutter	939 Begoma Ct. Carlsbad, CA 92011				
Tom Archibald	2056 Palomar Airport Rd. #5 Carlsbad	760-931-5851	<a href="mailto:tarchibald@jmi-aviation.com">tarchibald@jmi-aviation.com</a>		
Tom Foster	2289 Bryant Dr. Carlsbad	760-438-0683		Camino Hills HOA 760-438-0683	
Tom Frieder	1183 Mariposa Rd.	804-0091	<a href="mailto:tomnsandy1@adelphia.net">tomnsandy1@adelphia.net</a>	Shorepoint	Yes
Viola Wheebler	1250 Mariposa Rd. Carlsbad				
Wayne Thomas	2198 Palomar Airport Rd. County of San Diego				
Willie Vasquez	Airport				
Yvonne Barcelona	2021 Sequoia St.	760-310-6261	<a href="mailto:ybarcelona@sbcglobal.net">ybarcelona@sbcglobal.net</a>		Yes

**MEETING INVITATION EMAIL AND LIST OF RECEIVERS**

## Cheryn Robles

---

**From:** Cheryn Robles  
**Sent:** Wednesday, December 21, 2005 10:59 AM  
**To:** Cheryn Robles  
**Subject:** Jan. 10, 2006 McClellan-Palomar Airport Meeting  
**Attachments:** Palomar mailer info side.pdf

Dear McClellan-Palomar Airport Interested Party:

Please mark your calendars for **Tuesday, Jan. 10, 2006 at 6:30 p.m.** for the final public meeting relating to the McClellan-Palomar Airport Noise Compatibility Study. The meeting will be at the Carlsbad Safety Center located at 2560 Orion Way in Carlsbad.

A detailed postcard announcement is attached. Look for a hard copy in the mail soon.

Thank you. Please call me if you have any questions.

Cheryn Robles  
Katz & Associates, Inc.  
4250 Executive Square  
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San Diego, CA 92037  
858-452-0031 x390  
858-552-8437 fax  
[crobles@katzandassociates.com](mailto:crobles@katzandassociates.com)

**CRQ Part 150 NCP – List of E-mail Contacts**

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 "Elizabeth Eskridge" [elizabeth.eskridge@dot.ca.gov](mailto:elizabeth.eskridge@dot.ca.gov)  
 "Gail Carroll" [gncarroll@sbcglobal.net](mailto:gncarroll@sbcglobal.net)  
 "Maureen Kube" [maureenkube@adelphia.net](mailto:maureenkube@adelphia.net)  
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 "Barbara Irani" [bargus1@adelphia.net](mailto:bargus1@adelphia.net)  
 "Eric J. Ruby" [eruby@adelphia.net](mailto:eruby@adelphia.net)  
 "J Tim Weld" [heldJT@efds.w.navy.mil](mailto:heldJT@efds.w.navy.mil)  
 "Robert L. Carroll" [gncarroll@sbcglobal.net](mailto:gncarroll@sbcglobal.net)  
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 "Rol & Mary Agnes Madden" [aggiemad@yahoo.com](mailto:aggiemad@yahoo.com)  
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 "Gordon Sieler" [gmsieler@cox.net](mailto:gmsieler@cox.net) b  
 "James R. Wright" [irwright@adnc.com](mailto:irwright@adnc.com)  
 "Hala Aryan" [hala.aryan@uniontrib.com](mailto:hala.aryan@uniontrib.com) b

Palomar Pilot's ASSO  
 Oceanside Airport ASSO  
 Gail Carroll

COZAD

b-bounceback



# **Key Facts and Messages for the January 10, 2006 McClellan-Palomar Part 150 Update Meeting**

## ***Ultimate Goal***

- The ultimate goal of the Part 150 study is to maintain compatibility between the airport and the surrounding communities by assessing aircraft noise generated by flight activity at the airport and formulating recommended changes to airport procedures to minimize the impact on these communities. Recommendations formulated from this study will be submitted to the Federal Aviation Administration (FAA) for review and approval.

## ***History***

- The last Part 150 Study for McClellan-Palomar Airport was completed in 1990.
- Growth of the community around the airport created the need to update the study.
- The County applied to the FAA for a Grant to update the study in 2001.
- The FAA awarded the County a Grant in 2002.
- URS Corporation was selected to conduct the study based on their qualifications.
- URS began research for the study in February of 2003.

## ***Objectives***

- Conduct an analysis of flight activity at the airport over a 12 month period.
- Calculate the Noise Exposure Map Contours (NEM's) around the airport.
- Present the Noise Contours to the communities at a Public Meeting and accept input on the impact and possible mitigating measures or procedures.
- Formulate recommendations to the FAA to minimize potential noise impacts at the airport without compromising flight safety.
- Present the recommendations for the Noise Compatibility Program to the communities at a public meeting and respond to questions.
- Submit the Noise Compatibility Program to the FAA for review and approval.

## ***Public Involvement***

- The first of three Public Meetings was held on March 27, 2003, to acquaint the public with the Part 150 process and get initial input on the perceived impact of aircraft noise on the community.
- The second Public Meeting was held on March 29, 2004, to present the Noise Contours to interested members of the communities and exchange ideas about ways to minimize the impact of aircraft noise around the airport.
- The final Public Meeting is scheduled for January 10, 2006, to present recommendations for a Noise Compatibility Program, prior to submission to the FAA for review and approval.
- For more information, please visit: <http://www.sdcounty.ca.gov/dpw/airports/mcpal.html>

**SPEAKER REQUEST CARD**

## Speaker Request

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: Charles Buckley

Address: 3535 Linda Vista Dr. San Marcos

Organization/Constituency Represented (if any): Homeowner Association of Rancho  
Vallecitos  
MHP

## Speaker Request

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: A. Eklund

Address: 6721 Oleander Way  
Carlsbad, CA 92011

Organization/ Constituency Represented (if any): \_\_\_\_\_



## Speaker Request

3

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: Joanne Grueskin

Address: 6182 Paseo Palero  
Carlsbad, CA 92009

Organization/Constituency Represented (if any): Rancho Grueskin

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is no  
get rep.

## Speaker Request

4

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: Maureen Kube

Address: 6426 Merlin Drive  
Carlsbad, CA 92009

Organization/Constituency Represented (if any): Sunbright Community

## Speaker Request

5

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name:

Yvonne Pancelona

Address:

2021 Sequoia St  
San Marcos, CA 92078

Organization/ Constituency Represented (if any):

## Speaker Request

6

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name:

Gregory CHORNAK

Address:

6400 EL PATO CT

Carlsbad, CA 92009

Organization/Constituency Represented (if any):

Ponderosa HOA

## Speaker Request

7

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: CHIN YI TU

Address: 2192 PALOMAR AIRPORT.  
CARLSBAD, CA

Organization/Constituency Represented (if any): CIVIC HELICOPTERS

## Speaker Request

8

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: George McTIMSEY

Address: 1901 VANESSA CIRCLE

Organization/Constituency Represented (if any): Primark Aviation Academy

## Speaker Request

9

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: TOM FRIEDER

Address: 1183 MARIPOSA RD

CARLSBAD

Organization/ Constituency Represented (if any): Shorepoint HOA Resident

## Speaker Request

10

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: DAVE RICHTER (RICK-TER)

Address: ~~20~~ 2008 PALOMAR AIRPORT RD

PRESIDENT

Organization/ Constituency Represented (if any): SAN DIEGO REGIONAL AVIATION ASSOC.

## Speaker Request

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: Paul Carroll

Address: 1254 Manresa Blvd

Organization/ Constituency Represented (if any): FFP Shore Bank

## Speaker Request

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name: ROBERT WOELFFER

Address: 6138 PASEO MONONA  
CARLSBAD CA 92009

Organization/ Constituency Represented (if any): \_\_\_\_\_

## Speaker Request

13

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name:

John W. Earle

Address:

Drawer 1125

Carlsbad, CA 92018

Organization/ Constituency Represented (if any):

SELF

## Speaker Request

14

McClellan-Palomar Airport  
Part 150 Noise Compatibility Study  
Final Public Meeting/Public Hearing  
January 10, 2006

Name:

JOE CAPRARO

Address:

1091 OCEANIC DR ENCINITAS

CALIFORNIA

Organization/ Constituency Represented (if any):

**COPY OF NEWS RELEASE**



# COUNTY OF SAN DIEGO NEWS RELEASE

FOR IMMEDIATE RELEASE

January 2, 2006

Contact: Deborah Murphy 813-636-2445  
Jennifer Dill 858-452-0031 ext. 364

## **PALOMAR AIRPORT NOISE MEETING SET FOR JAN. 10** *Public Invited to Review Noise Compatibility Study and Provide Input*

Palomar Airport's neighbors and concerned citizens have an opportunity to comment on the airport's Noise Compatibility Study at a public meeting Tuesday, January 10.

The meeting is set for the City of Carlsbad Safety Center at 6:30 p.m. with an information open house followed at 7 p.m. by a presentation summarizing recent findings and recommendations. A public comment session follows.

This is the final of three public meetings conducted regarding the noise compatibility study. The topics of discussion for the January 10 meeting include:

- Operational Noise Abatement Measures
- Land Use Compatibility Measures
- Program Management Measures

The study's goal is to create the best possible relationship between the airport and surrounding residential and business communities. This goal is achievable by minimizing aviation noise impacts and maintaining land-use compatibility. Visit <http://www.sdcountry.ca.gov/dpw/airports/150noise.html> to review the draft of the Noise Compatibility Program document.

The County of San Diego, with authorization and funding from the Federal Aviation Administration, is preparing the Federal Aviation Regulation Part 150 Noise Compatibility Study for the Airport. Representatives from URS, an airport consulting firm, will be on hand at the meeting to share the latest findings as it finalizes its work on the study and the recommended noise compatibility program. Following this public hearing, the FAA will review the final study, including all public comments received, and approve or disapprove each individual recommendation of the study.

The Carlsbad Safety Center is located at Conference Room 1, 2560 Orion Way, Carlsbad, CA 92008

###





CHANNON, W. Va. —

## BULLETS

services workers released Friday shows that even emergency crews were confused soon after 11:45 p.m. Tuesday, when the mine rescue command received word that the 12 had survived.

"You might as well just stand still right where you're at, Gary," said a rescue worker identified as Matt. "They did find them, and they're all OK, I guess, so, I think we might be transporting them. I'm not exactly sure, but we're stuck right here."

When the other worker asked how many to prepare for, Matt replied: "Twelve, and they're bringing them out." When asked if all 12 were

Health Administration has appointed an eight-person team to investigate Monday's blast, which killed one miner immediately and left a dozen more trapped more than two miles inside the mine. Only one was alive when they were found 41 hours later behind a plastic curtain erected to block deadly carbon monoxide.

In addition to investigating possible causes, including lighting that may have ignited naturally occurring methane or coal dust, MSHA said the probe will also look into the mistaken communication from rescue teams that had anxious relatives believing for three hours that 12 of

CHANNON, W. Va. —

blinking his eyes and showing other hopeful signs Friday at the Pittsburgh hospital where he was moved a day earlier to receive intense hyperbaric oxygen treatments. But doctors cautioned that McCloy's was still critically ill from extensive carbon monoxide poisoning and remained in a medically induced coma. Doctors said they believe McCloy's movements were reflexive, but his family said they have sensed a reaction from him.

"I know he knows when I'm there because when I'm there

McCloy's father, Randal McCloy Sr., told The Associated Press that he believes — though he has no evidence — that his son survived because his older colleagues dragged him to their makeshift hiding place and shared the last of their oxygen with him because he was the youngest, and had two small children at home.

"Those men were like brothers," they took care of each other," he said.

Of the 12 miners who died, at least a handful managed to scrawl a last testament to their

in ink on the back of an insurance application, 51-year-old miner Martin Toler Jr. said goodbye. For now.

"See them on the other side," the note said. "It wasn't bad. I just went to sleep. I love you."

His brother, Tom, a miner himself for 30 years, was so shocked by the simple, eloquent farewell that he didn't think to ask just where his brother had stashed the piece of paper. In his pocket? In his lunchbox?

"It just shook me up when they gave it to me," he said.

**SATURDAY, JANUARY 7, 2006**

(O)

NORTH COUNTY TIMES

homes without the owners' consent if they pose an imminent danger to the public.

But community activists filed a lawsuit last month, disputing the city has such authority.

Opponents of the demolition also worry that some residents have not had an opportunity to gather their belongings from their damaged homes, and that the demolitions would destroy black neighborhoods, marking the beginning of efforts to push out the city's black population.

A federal judge will hold a hearing Jan. 19 on the city's request to move the case from state court to federal court. If the judge agrees to take the case, he will then decide whether to let the demolitions go forward.

The delay was the second agreed to by the city since the

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**McCLELLAN-PALOMAR AIRPORT  
NOISE COMPATIBILITY PROGRAM  
FINAL PUBLIC MEETING / PUBLIC HEARING**



**The County of San Diego Department of Public Works  
will host a Public Meeting / Hearing on  
Tuesday, January 10, 2006**

**Carlsbad Safety Center  
Conference Room 1  
2560 Orion Way  
Carlsbad, CA 92008**

Open House 6:30pm  
Presentation 7:00pm  
Public Comments 7:30pm to 8:30pm

The Draft Noise Compatibility Program document  
is available for review at the  
Carlsbad Public Library, 1775 Dove Lane, Carlsbad, CA  
and on the County's Web Site at  
<http://www.sdcounty.ca.gov/dpw/airports/mcpal.html>

Written and verbal comments will be accepted at the Public Meeting / Hearing OR Comments may be mailed, faxed, or e-mailed to:

**Deborah Murphy Lagos, Sr. Project Manager**  
**URS Corporation**  
 7650 W. Courtney Campbell Causeway  
 Tampa, FL 33607-1462  
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# **McCLELLAN-PALOMAR AIRPORT NOISE COMPATIBILITY PROGRAM FINAL PUBLIC MEETING / PUBLIC HEARING**



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Please submit comments by January 31, 2006.

**PROOF OF PUBLICATION**

# Affidavit of Publication

OLIVIER BRACKETT

2198 PALOMAR AIRPORT RD.

CARLSBAD, CA 92011

ATTN: OLIVIER

STATE OF CALIFORNIA} ss.  
County of San Diego}

The Undersigned, declares under penalty of perjury under the laws of the State of California: That....She is a resident of the County of San Diego.

THAT....She is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that .....She is not a party to, nor interested in the above entitled matter; that ....She is..... Chief Clerk for the publisher of .....

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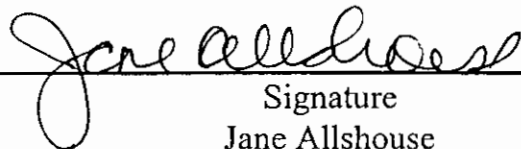
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## SPORTS



Mission Hills girls beat San Marcos in soccer.

A6

## BUSINESS



Postage increase goes into effect Sunday.

A8

## WORLD



Israel's Sharon showing significant improvement."

A5

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Planes sit on the tarmac Friday at McClellan-Palomar Airport in Carlsbad.  
Michael J. Kacmarcik | mike@tlnews.net

## Is Palomar Airport too noisy?

Public meeting to address noise, land-use issues

By Janet Ryan | janetr@tlnews.net

CARLSBAD — Neighbors and area residents will have a chance during a public meeting Tuesday in Carlsbad to voice their opinions about noise and land-use impacts at McClellan-Palomar Airport.

The meeting will be held at 6:30 p.m. in Conference Room 1 at the Safety Center, 2560 Orion Way. A half-hour information open house will begin the meeting, followed by a presentation of recent findings and recommendations from an airport noise compatibility study. After that, those who attend the meeting will have the opportunity to give their comments.

Noise, both on the ground and in

the air, will be examined, according to Deborah Murphy, a senior project manager for URS Corporation, a firm that was hired by the county to update the study. The study was completed about 15 years ago and has since undergone changes.

Tuesday's meeting will be the third and final in a series of public meetings. "The Federal Aviation Administration [FAA] has criteria for what they consider to be noise not compatible with residential uses, known as the Community Noise Equivalent Level," Murphy explained. "It takes into account that people are more annoyed in certain times of the day."

For example, between 7 a.m. and 7

p.m., the level is 1; between 7 and 10 p.m., the level is 3 (more of a nuisance) and between 10 p.m. and 7 a.m., the level is the highest at 10.

Those levels are then averaged over a 24-hour period, Murphy said.

"We look at noise that's generated from the aircraft that are taking off and landing at the airport and the areas around the airport that are subject to the high noise levels and try to see if there's any way we can make changes," she said.

The second step is to look at what areas the aircraft fly over and make sure those areas, such as industrial, commercial, warehouse or open space, are compatible with a higher

level of noise.

The final measure is to address zoning changes so airport facilities aren't built in an area that could be potentially noise-sensitive in the future.

The study also will look at future growth at the airport, she said.

Comments from the meeting will be compiled, with responses posted on the county's Web site, [www.sdcounty.ca.gov/dpw/airports/150noise.html](http://www.sdcounty.ca.gov/dpw/airports/150noise.html).

Recommendations will be sent in March to the FAA for approval. The FAA has six months to review the study and approve or disapprove each individual recommendation.

Reach reporter Janet Ryan at 760.752.6762.

## Passenger tried to steer runaway bus to safety

Another attempted to revive driver who suffered cardiac arrest

By Jaimy Lee | jaimy@tlnews.net

CARLSBAD — A passenger attempted to take control of a charter bus as it plowed through a barrier and plunged almost 300 feet down a ravine in Carlsbad Thursday night, officials said.

The Sun Diego Charter Company bus stayed upright as it slid down a backside embankment of the Four Seasons Aviara Resort less than

200 feet from where it was originally parked, according to the Carlsbad Police Department.

"One passenger made an effort to grab the wheel," said Carlsbad Police Lieutenant Bill Rowland. "... It was roughly between 200 and 300 feet, probably closer to 300 feet."

Of the 49 passengers, who are all employees of Thomson Scientific and Healthcare, 16 were transported to local hospitals for treatment of minor to moderate injuries. All were released except for one passenger who was still hospitalized Friday evening.

The driver, Lawrence

Durbin Jr., 52, of San Diego, who was pronounced dead at the scene, was unconscious when the bus went through the barrier, Rowland said. The San Diego County Medical Examiner's Office will not know the cause of death until today.

"There were a lot of heroes," said Jason Stewart, head of public relations for Thomson. "One passenger took the wheel, which kept it from further accident, and another colleague, an M.D., administered CPR to the bus driver. ... And the driver who told [the passengers] that everyone had to have a seat."



The chartered bus that slid down an embankment at the Four Seasons Aviara Resort is towed away Friday. Michael J. Kacmarcik | mike@tlnews.net

Before the bus left for a dinner at La Costa Resort and Spa, the driver said that standing-room passengers had to wait for another bus as a safety precaution, according to Rowland.

"You have to give him credit for following the rules," Rowland said. "Had that not been the case, the injuries would have been more significant."

It was also a passenger who called the Carlsbad Police Department at 7:01 p.m. from a cell phone when the accident occurred.

No passengers were California residents — they were visiting from eight different states.

Thomson Scientific and Healthcare is a division of Thomson

Bus A4 >



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**Wednesday, January 11, 2006**

Last modified Friday, January 6, 2006 11:01 PM PST

## Airport noise report out for public comment

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- A report that looks at how McClellan-Palomar Airport can be a better neighbor is now up for its third and final review. The consultant who produced the report and the airport's neighbors, who have been lobbying for more measures to abate noise, expect the meeting to be contentious. It will be held at 6:30 p.m. Tuesday at the Carlsbad Safety Center.

Deborah Murphy Lagos, a consultant with URS Corp. that is producing the document for the county-owned airport, said she knows people aren't going to be happy because the latest draft continues to list "voluntary" recommendations rather than mandatory ones.

She said the airport isn't noisy enough to meet the standards for federally mandated restrictions on noise abatement.

"They don't want to hear what I've got to say," responded Charles Buckley, a resident of Rancho Vallecitos Mobile Home Estates, as he discussed the report this week.

Buckley's home is several miles from the airport, but planes often fly over the retirement community as they approach Palomar. Buckley said he is tired of low-flying, noisy jets and the air pollution from the planes. This week, he joked that if he won the lottery, he would dedicate the money to his effort to eliminate air traffic over his home.

The process used to create the report's noise information is complicated. Data from regional neighborhood noise-monitoring machines are "weighted" ---- recalculated during the analysis process ---- to reflect whether the noise occurred at night or during the day. Then, it is fed into a mapping program to create contoured drawings showing which areas experience more than 65 decibels. Sixty decibels are roughly equivalent to a loud dishwasher; a vacuum cleaner could reach about 70 decibels.

But, the report's noise contours are averages using data from 24-hour periods, not one-time events. One incident, or even multiple occasions, of having a noisy plane going overhead may not trigger the federal mandatory restriction level, Lagos said.

According to the noise study, Palomar has no homes in the 65-decibel contour, so it does not face the mandatory nighttime ban on takeoffs and landings that San Diego's Lindbergh Field has.

That doesn't mean the airport is a quiet place. Founded in 1957, Palomar averages more than 200,000 departures and arrivals a year, making it one of the busiest single-runway airports in the nation, county officials have said.

The final ruling on whether any new airport noise-control measures might become mandatory is up to the Federal Aviation Administration, which regulates the nation's airports. The agency is expected to begin its 180-

day review of the noise report after Tuesday's public hearing. It can knock out some of the report's voluntary suggestions if it believes they will cause airplane safety issues, Lagos said.

Paid for by the county, the \$327,000 study will incorporate comments from Tuesday's meeting into the final draft. The report is expected to be reviewed by the federal agency starting this spring.

Meetings were held in 2003 and 2004 on earlier versions of the report. About 40 people attended each of those meetings, Lagos said.

"(This) will be a little more formal than in previous meetings because, technically it's a public hearing," Lagos said.

Peter Drinkwater, manager of the county's airports, said he is expecting about 75 people to attend. The county Board of Supervisors will later receive a copy of the report, but the board is not expected to vote on the issue, he said.

## **Part 150 Noise Compatibility Program Meeting**

WHEN: 6:30 p.m. Tuesday

WHERE: Carlsbad Safety Center's conference room 1, 2560 Orion Way, off Faraday Avenue east of El Camino Real.

For copies of the report: Visit the Web site, [www.sdcounty.ca.gov/dpw/airports;150noise.html](http://www.sdcounty.ca.gov/dpw/airports;150noise.html)

Deadline for written comments: Jan. 31.

### **Report's recommended measures include:**

- encouraging departing pilots to delay making left turns until they are west of Interstate 5;
- encouraging plane owners to phase out use of certain older, noisier jets;
- including all aircraft except emergency flights in the voluntary nighttime quiet period. Currently, jet planes are asked to abide by quiet hour regulations, but other planes are not;
- increasing the size of the noise abatement notification area. That's the region where residents are notified that they live near an airport and could face noise from planes;
- limiting development in the undeveloped regions around the airport. Industrial projects are OK, homes and commercial businesses aren't a good idea, according to the report;
- encouraging real estate sales people to be educated in airport noise regulations;
- updating airport paperwork to show current flight paths and noise contours. Send a brochure to airport area residents;
- installing signs on noise abatement telling pilots of the preferred flight paths;
- putting information on noise abatement on a Web site;
- upgrading airport navigation software and computer hardware.

Contact staff writer Barbara Henry at (760) 901-4072 or [bhenry@nctimes.com](mailto:bhenry@nctimes.com).

Editions of the North County Times Serving San Diego and Riverside Counties

Thursday, January 26, 2006

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## Archives

Last modified Tuesday, January 10, 2006 11:36 PM PST



### Carlsbad airport meeting draws a crowd

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- Some 80 people packed into a Carlsbad conference room Tuesday evening to discuss the latest draft of a noise report on McClellan-Palomar Airport.

Roughly half the crowd consisted of people who live near the airport or under the flight paths. They pleaded for more quiet, saying low-flying aircraft disrupt everything from their nighttime sleep to their daytime phone conversations.

"We're hilly," said Melrose Drive area resident Robert Woelffer, as he described his neighborhood, "and sometimes it feels like (the planes are) coming through our houses."



Rock Swanson, left, and Stephen Keeling, both members of the Palomar Airport Association, look at an aerial photograph of the McClellan-Palomar Airport and the surrounding area, which has the current runway flight paths superimposed on it, just before a public airport noise compatibility study meeting at the Carlsbad Safety Center in

Meanwhile, the other half of the crowd ---- primarily pilots ---- asked the community to see the issue from their perspective. One flight instructor said his students have to do some nighttime training in order to receive their licenses, while the president of a helicopter training company said his machines save lives.

"I realize helicopters make noise, but they're there for a purpose," said Civic Helicopters President Chin Tu, adding that people have to live with other noisemakers including garbage trucks and police sirens.

Tu added that in times of need, including during the last year's Hurricane Katrina, people depend on helicopter pilots to get them out of danger.

"We ask for some compassionate consideration, so we can continue that good cause," he said to general applause from the pilot segment of the audience.

Speakers from residents' perspective ranged from San Marcos resident Charles Buckley, who said it was time for a mandatory ban on all nighttime flights at the airport, to Carlsbad resident Maureen Kube, who wanted the airport to put a noise-sensing machine in her neighborhood and to rethink details in the new noise abatement report.

Kube said she knew when she moved in that she would face a noisy place, but said she wanted airport officials to "give" a little bit to make residents' lives more comfortable.

Airport officials noted at the meeting's start that they only would be collecting comments. Responses will be posted on a Web site by late February, a consultant producing the noise report said.

As she has stated in the past, consultant Deborah Murphy Lagos with URS Corp. of Florida stressed that her report does not ask for any mandatory changes at the airport. The place isn't generating enough noise to meet Federal Aviation Administration standards for mandatory measures, she said.

Instead, the \$327,000 San Diego County-funded report recommends a lengthy list of "voluntary" suggestions to make the region around Palomar airport quieter. Those recommendations include expanding the voluntary nighttime flight ban and encouraging pilots to delay making left-hand turns until they are west of Interstate 5.

*Carlsbad on Tuesday night.*

*Hayne Palmour IV*

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If all the measures are followed, dozens of homes near the airport could see noise levels drop, Lagos said.

All the recommendations will need authorization from the Federal Aviation Agency, which is expected to review the document later this year. For copies of the latest version of the report, visit [www.sdcounty.ca.gov/dpw/airports/150noise.html](http://www.sdcounty.ca.gov/dpw/airports/150noise.html).

Contact staff writer Barbara Henry at (760) 901-4072 or [bhenry@nctimes.com](mailto:bhenry@nctimes.com). To comment, go to [www.nctimes.com](http://www.nctimes.com).

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## Comments On This Story

**Steveksi wrote on January 12, 2006 7:39 PM:**"You are all right. We have the situation and the airport will grow and engines will get quieter. But now we have to figure a way to work with it. We don't complain about the freeway or emergency vehicles. It is just the way it is. Accept it. If it was not for big business and their need for private jets, and the need to take off pre 07:00 to reach meeting on the east coast, we would probable not be living up here, right? A lot of you work for companys who own a jet, or even a small aircraft. What to do, (you won't change the airport) Pilots don't fly at night for the fun of it... And you can not expect a CEO on \$400 per hour to delay his day 3 hours just so you can not hear the engine noise for the 10 seconds as they depart. O, and landing is really not a noise issue unless you live on the airport. Insulate you home, Good windows and a brick construction would also help instead of these wood frames. Put up bushes in the garden and fences. You can even get noise cancelling equipment to help. Check out the Palomar Airport Associan or the Palomar Airport Advisory Committee for help dealing with the inconvenience. They might be able to help! Also go down to the airport ( you know it is yours too !) Understand the situation and what things are being done to help with the community. They truly are sorry you are disturbed, However it has been here longer than all these houses. The airport or pilots should not be blamed for the noise. There should never have had houses built close to the airport in the first place. Bressi is a prime example. Why did that happen? You can not get closer to the airport short of standing on the runway!! Money Money Money. Please be realistic. The airport is going to grow and will never close down (any time soon) and the pilots go where the Air Trafic Control

Tower tells them to go, always. Just ask for help, and I am sure we all as a community can offer reasonable options to help increase your comfort level. Thanks, Friends of the airport (and the community)"

**Steve wrote on January 11, 2006 5:00 PM:**"To those of you who don't get it (probably all the pilots who are violating the voluntary guidelines), most of the problem is easily solved by aircraft waiting until they get west of the 5 before making turns. Is that too much to ask at 300 MPH? "

**Joyce wrote on January 11, 2006 2:44 PM:**"People who RECENTLY moved near the airport shouldn't complain. Those of us who are on the flight path acknowledged SMALL planes would be around when we bought our homes. Years later, the larger commercial aircraft came in and THEN it was too late. Why not get some altitude over the WATER before reaching the neighborhoods?"

**Cindy wrote on January 11, 2006 1:59 PM:**"I would ask that reasonable quiet hours be observed. I was awoken last month by an aircraft flying over my La Costa home (NOT normally on the flight path) at 4 a.m. Why was a plane off its flight path and landing at Palomar at 4 a.m., anyway?"

**Bob wrote on January 11, 2006 12:47 PM:**"We signed a waiver from the developer and actually camped out on our lot to listen to the noise which was minimal at that time. Due to commercial and residential development, the mix of planes for business has increased which has included many more flights during quiet hours. FBO's acknowledge that "sure, I will fly someone anywhere anytime if I am getting paid". Homeowners signed the disclosure giving the VNAP departure of 250 degrees and the Quiet Hours. It was assumed that this would be followed, and that is all residents are asking for. SIMPLE COMPLIANCE so we can all live in harmony. We only expect what we agreed to. Ho"

**ME wrote on January 11, 2006 9:15 AM:**"Can you believe these people! They buy a home near an airport and have the ba##s to complain about noise! Did they think oh I will buy this house and then ask the airport to close. Talk about stupid. Pretty soon they will want the fire dept. to not use the sirens and lights because it's

too much noise. WA WA WA "

**Kevin wrote on January 11, 2006 8:40 AM:**"Didn't these people know they were in the flight path when they purchased their homes? If they built or bought next to the freeway, would they ask to have it shut down at night? The only people who should quite down are the people inconsiderate enough to ask others to be inconvenienced because of their bad decision. If you don't like the way it is, and was when you moved in, then consider relocating."

**Volcker wrote on January 11, 2006 7:43 AM:**"Here's the downside of all those wonderful, "award-winning" developments in the city of Carlsbad: they're all in the flight path or vicinity of this expanding airport. As I watched these developments go from paper plans to construction, I mused about how long it would be before the residents started complaining about the airport noise about their million-dollar houses. Guess what, folks, this county airport was there when the land your home sits on was farmland, and isn't going anywhere. You bought it, you live with it."

**Ross wrote on January 11, 2006 7:37 AM:**"I agree with Steve: part of the attraction of businesses to locate in Carlsbad is proximity to a good airport that is not congested like SD or Orange County. Those businesses pay a lot of taxes that help build the infrastructure and make the city and surrounds nice. I've lived in SW Vista for 18 years and heard of complainers on my own block...I can't believe them! Get a hobby! If anything comes out of this, I would hope manufacturers and aircraft owners would do whatever they can to muffle the engines, but that would be an engineering miracle...Somebody should collect all the disclosure/waivers that were signed when people bought homes in the noise zone, and invalidate all of their comments completely. Current mandatory FAA rules can be enforced without a bunch of public hearings."

**Ray wrote on January 11, 2006 7:27 AM:**"The airport was there long before the homes. Each and every buyer signed a disclosure at the closing of their escrow acknowledging that they were aware of the airport and potential noise. It is irresponsible and unreasonable for them to ask the airport to make changes."

**Ted wrote on January 11, 2006 7:11 AM:**"I predicted this the day



I say the bulldozers moving dirt. I agree with Steve. What did you think that was over there when you bought the house?"

**Steve wrote on January 11, 2006 3:30 AM:**"Definition of a moron: someone who moves in next to an airport, then moans, whines, and complains (more loudly than the aircraft) about the noise and traffic at the airport. Their homes should be taken away from them, by eminent domain, they should recieve no compensation, and they should be black-listed from ever buying a home, ever again. The same goes for the developers who built the homes, and especially for the politicians who took the graft to allow the building to go on. "

Editions of the North County Times Serving San Diego and Riverside Counties

Wednesday, January 25, 2006

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Last modified Thursday, January 19, 2006 11:29 PM PST

San Marcos seeks airplane noise improvements

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- A San Marcos councilman who is also a professional pilot offered Thursday to help McClellan-Palomar Airport rewrite its voluntary pilot guidelines to help reduce airplane noise complaints.

Even a 10 percent decrease in the number of loud planes flying over the three large mobile-home parks on the western edge of San Marcos would be a welcome change, Councilman Jim Desmond told the Palomar Airport Advisory Committee as he discussed his proposal.

Desmond requested the committee support an effort to revise the voluntary flight path guidelines pilots are asked to follow as they approach the airport. He offered to be a member of the group that drafts the revisions and suggested that the airport's control tower staff also be involved in the effort.

County airport staffers said they were already contemplating revising the guidelines, so his presentation was timely. Members of the advisory committee asked Desmond what changes he might suggest.

"To be honest with you, at this point I'm open to anything," the Delta Airlines pilot responded.

Desmond and other elected officials in San Marcos have been hearing complaints from some of the people who live within the Palomar Estates mobile-home park area. Located east of the airport, the mobile home parks suffer from a hilly geography and thin-walled homes that make the plane noise particularly noticeable, Desmond said.

He stressed that San Marcos bore no ill will toward the county-owned airport, which sits just off Palomar Airport Road in Carlsbad's midsection.

"We're not trying to bad mouth or shut (down) the airport," he said. "We're glad it's there."

To emphasize this, he noted that he was dressed in his Delta pilot's uniform. He couldn't stay for the whole advisory board meeting, he had leave for Los Angeles to do a red-eye flight to Tampa, he said.

County airport officials and advisory board members told him it might take six to 12 months to revise the recommended approach path guidelines. They have recent experience in this subject because they've just revised the recommended departure path information, board Chairwoman Ramona Finnila said.

It also may be difficult to reach a compromise that works for everyone, other committee members said.

Desmond said he'd like some of the approaching planes to veer over a nearby industrial park, rather than going over the mobile homes. Committee member Tom Ricotta said that might push airplanes toward an elementary school.

Contact staff writer Barbara Henry at (760) 901-4072 or [bhenry@nctimes.com](mailto:bhenry@nctimes.com).

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Wednesday, January 25, 2006

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[Print Page](#)**Wednesday, January 25, 2006**

Last modified Friday, January 20, 2006 11:25 PM PST

Airport officials want to upgrade noise-monitoring system

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- A new study on airplane noise sought by McClellan-Palomar Airport may help the county obtain a grant to upgrade its noise monitoring system, airport officials said this week.

Paid for by the county and produced by a consultant, the study of plane traffic patterns and noise issues is in its final public comment period before heading to the Federal Aviation Administration for review. Included within its list of proposed improvements is upgrading the airport's computer technology.



*A plane takes off from McClellan-Palomar Airport Friday morning.*

*Jamie Scott Lytle*

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"Having it (mentioned) in there is a huge boost," said Olivier "OB" Brackett, assistant manager at Palomar, as he discussed the airport's grant prospects.

Though they are seeking a system upgrade, Palomar airport officials stressed this week that microphones that sense noise work just fine ---- it's the accompanying computer technology that needs improvement.

"There's new (computer equipment out now) that could give you more data .... things that could make it easier for operators," Brackett said.

A representative for the company that maintains the system, Lochard Corp. of Australia, confirmed both points, saying the microphones are of good quality ---- devices that are strictly regulated by the state. The computer system is "an older generation product," and new systems are "more automated, more user-friendly," said Mike Stahl, Lochard's operations manager.

The company manages noise devices for 35 airports in North America, including those in Chicago, Denver, San Diego and Seattle.

#### Moving the monitors

Having a functioning system to monitor noise is a critical part of establishing what restrictions the Palomar airport faces from federal aviation officials.

Currently, the airport is considered to be a "voluntary" noise abatement facility ---- a place that isn't causing enough noise problems in surrounding neighborhoods to warrant mandatory requirements. In comparison, San Diego's Lindbergh Field is under a full-scale, mandatory ban on late-night flights.

Devices that monitor noise are a key factor in determining an airport's status. Palomar could face restrictions if it

had homes within what is commonly referred to as the 65-decibel noise contour, a region created by using data on noise monitoring averaged over 24-hour periods. Sixty decibels is roughly the sound of a dishwasher on the rinse cycle.

While the county is talking of improving the computer system that handles the noise data, some who live near the airport want the county to move the microphones. They say the microphones might collect more noise if they were in different spots.

People in the San Marcos community of Palomar Estates have said that their noise monitor isn't on the highest hill in the area, while people who live north of Carlsbad's Poinsettia Park want the noise monitor to the south of them moved north so it is closer to their homes.

"Having it that far south excludes the sensitivity of our community," said Maureen Kube, who lives in the Seabright community several blocks north of the noise monitor in Poinsettia Park.

Some planes are "drifting" south over Seabright, but they are not going as far south as Poinsettia Park, she said.

#### Finding the flight paths

County officials said that no matter where they place the devices, someone will be unhappy. There are currently four microphones, placed in four residential communities based on noise complaints from years ago.

One device is northeast of the airport in the Oceanside neighborhood of Ocean Hills; one is directly east of the airport in the San Marcos mobile-home community of Palomar Estates; and, two are in Carlsbad ---- one at Poinsettia Park southwest of the airport and one southeast of the airport along El Patio Court.

While the Palomar Estates people may be right that their device isn't on the highest spot in the neighborhood, "it certainly is one of the highest points," Brackett said.

"The noise microphone is probably under the flight path ---- whether it's a thousand feet one way or another wouldn't matter a lot," he added.

The Lochard Corp. representative said the devices can distinguish between plane noises and trucks, fireworks or lawn motor noises in a given neighborhood. They only trigger if there is a "noise event" of at least 60 decibels for six seconds or more.

Brackett, who has handled many of the noise complaint issues over the years for the county-owned airport, said the current system only notes that a "significant noise event" happened in a given residential neighborhood. In order to tell which plane might have caused the problem, "I have to manually pull up flight paths (from a different computer system) and compare the data," he said.

#### Grabbing the grants

The computer problem was evident at a Palomar Airport Advisory Committee meeting Thursday night when San Marcos Councilman Jim Desmond asked the airport to do something to reduce the number of planes flying over the Palomar Estates mobile-home park region. Desmond, a Delta Air Lines pilot, brought along noise data he obtained from the county's system.

It showed there were 38 planes that were noisy enough to trigger the Palomar Estates noise recorder on a Tuesday in September. Those incidents included several that were 80 to 90 decibels ---- roughly the sound of a motorcycle 25 feet away or an automated car wash 20 feet away.

Airport advisory board members asked which planes caused the extreme noise, but Desmond's computer printout didn't have that information. Airport officials said that in order to obtain that, they have to manually calculate which planes might have been involved using flight path data.

Upgrading the computer system will probably take several years, said the airport's manager, Guillermo "Willie" Vasquez. First, the Federal Aviation Administration needs to review the new noise study, then the county will have to hunt for grant money using the study as documentation that it needs to make the improvements.

Even with the support of the Federal Aviation Administration, he added, getting grants may not be easy. The project doesn't fall in the homeland security category ---- a federal priority since the Sept. 11 terrorist attacks on the East Coast ---- and it isn't a disaster repair project, a federal priority since the Gulf Coast hurricanes last fall.

Contact staff writer Barbara Henry at (760) 901-4072 or [bhenry@nctimes.com](mailto:bhenry@nctimes.com).

C.noise.4.0120.jl.jpg/photo Jamie Scott Lytle/

A plane lands at McClellan-Palomar Airport on Friday morning.

### **Related link**

For information on the Part 150 noise report for McClellan-Palomar Airport, go to: <http://www.co.san-diego.ca.us/dpw/airports/150noise.html>

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Friday, March 3, 2006

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Last modified Wednesday, January 11, 2006 11:11 PM PST

## San Marcos suggests ways to reduce airplane noise

By: DAVID STERRETT - Staff Writer SAN MARCOS ---- The city has submitted a letter to consultants for McClellan-Palomar Airport outlining ways to reduce noise created by planes flying over mobile-home parks on the city's western edge, Councilman Jim Desmond said Wednesday.

The consultants are in the process of gathering public comment for a noise report, and Desmond, who is a pilot with Delta Airlines, wrote the letter on behalf of the city.

The letter, submitted Tuesday, asks the consultants to look at having airplanes fly higher above the 1,100 mobile homes in the area and establish a voluntary program in which pilots could opt to avoid flying over the three senior parks.

"These measures would help reduce the aircraft noise over San Marcos," Desmond said. "This is a step in the right direction toward reducing aircraft noise."

The roar of planes can often be heard from inside the mobile homes and often in the middle of the night, said Charles Buckley, a resident of Rancho Vallecitos Mobile Home Estates.

Buckley has led the push to reduce airplane noise for residents of Rancho Vallecitos and the two neighboring parks, Palomar Estates East and West, which sit about three miles east of the Carlsbad airport.

"I'm very pleased the city of San Marcos has gotten involved," Buckley said. "Jim Desmond has taken the lead and has done a fantastic job."

Desmond's letter will be part of the comments the consultants, Florida-based URS Corp., include in the noise report that they are completing for the airport, Olivier Brackett, the assistant airport manager, said Wednesday.

He said the report should be complete before March, and then would be reviewed by the Federal Aviation Administration.

"I know the FAA will take the recommendations very seriously," said Peter Drinkwater, the county's airport director. "Desmond has legitimate concerns and plans to address his concerns."

Desmond recommended planes fly higher over the parks to help reduce the noise because planes currently fly only about 825 feet above the mobile homes sitting on the top of a hillside.

Other airports, such as ones in Las Vegas and San Diego, have planes fly at higher altitudes when coming in for landings, Desmond points out in the letter.

But Drinkwater said that having planes fly at a higher elevation doesn't always lead to a drop in noise on the ground.

Regulators will also want to make sure that having planes fly higher won't make it tougher to land and cause safety problems, Drinkwater said.

In a noise study completed in 1992, the FAA didn't approve a request that planes stay at higher elevations for longer and then descend more quickly to the runway, said Brackett.

He also said that establishing a voluntary program in which pilots avoid flying over the park could be difficult because it could make it hard for air traffic controllers to provide the necessary separation that planes need to safely land.

But Brackett said the airport has already contacted FAA officials, asking for their assistance to develop such a voluntary program.

"We have submitted a letter to the FAA and are arranging a follow-up meeting," Brackett said. "We understand that residents want airplanes to avoid flying over the community."

Contact staff writer David Sterrett at (760) 761-4411 or [dsterrett@nctimes.com](mailto:dsterrett@nctimes.com). To comment, go to [nctimes.com](http://nctimes.com).



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Friday, March 3, 2006

Last modified Tuesday, January 24, 2006 10:12 PM PST

Fatal plane crash incidents in the McClellan-Palomar Airport region

By: Compiled by staff writers Paul Sisson and Barbara Henry - North County Times

-- Jan. 24, 2006 --- A twin-engine jet plane crashed when it overshot the end of the runway while trying to land early in the morning. Four fatalities.

-- Sept. 17, 2002 --- Early afternoon midair collision between a Mooney M-20E and a Beech BE-76 Duchess about a mile northwest of the airport. Three fatalities.

-- June 15, 1994 --- Pilot declared an emergency about 2 minutes after takeoff, saying he lost power to one of the engines on his Cessna 421C. Plane struck a dirt berm about 1 1/2 miles northeast of the airport. Two people killed, one seriously injured.

-- Feb. 22, 1991 --- Flight instructor and student working on touch-and-go landings in less than ideal weather conditions. The Cessna 150L hit a hill about eight miles southeast of the airport. Two fatalities.

-- Feb. 17, 1986 --- Cessna 172M making a second approach to the runway at night crashed into a "fog-shrouded ridge" about two miles from the airport. One fatality.

-- Sept. 16, 1985 --- Pitts S-2A participating in filming a movie crashed into the Pacific Ocean. The plane wasn't recovered. One fatality.

-- Sept. 27, 1981 --- Cessna 152 leaving from Compton and heading toward San Diego crashed in Carlsbad. Unprepared pilot with deficient equipment became lost/disoriented, a crash report stated. One fatality.

-- July 6, 1980 --- Cessna TU206G crashed while approaching the airport about 7:30 a.m. Inexperienced pilot and adverse weather conditions contributed to crash, a crash report found. Two fatalities.

-- Sept. 22, 1977 --- Cessna T210L plane leaving from Carlsbad bound for New Mexico crashed into hilly terrain after an "uncontrolled descent." Inexperience of the pilot contributed to the crash, a report found. One fatality.

-- June 9, 1972 --- Piper J3C-65 crashed while on final approach to the airport, landing on the seaplane base/helicopter facility area. Pilot failed to maintain flying speed, other factors contributed to crash, a report found. One fatality.

-- Feb. 24, 1968 --- Cessna 182F crashed after an uncontrolled descent during ground fog conditions. Adverse weather conditions played a part in the crash, investigators found. Four people killed.

## Aircraft fatalities reported near Carlsbad



Total: 23

Source: National Transportation Safety Administration Aviation Accident Database



-- Dec. 8, 1966 ---- Piper J-3C "buzzing" the airport "failed to see and avoid objects or obstructions," a crash report states. Plane struck two power cables that crossed 95 feet above a ravine. One person died.

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Thursday, January 26, 2006

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Last modified Tuesday, January 24, 2006 10:12 PM PST

## Neighbors hope plane crash alters airport policies

By: BARBARA HENRY - Staff Writer

CARLSBAD ---- People who live in homes near McClellan-Palomar Airport said they hope that Tuesday's early morning plane crash leads to a ban on takeoffs and landings prior to 7 a.m., when the control tower opens.

If pilots weren't permitted to use the county-owned airport prior to the tower's opening, the 6:40 a.m. crash that killed four people might not have happened, they said.

"I think this points out the 'quiet hours' issue," said Gail Carroll, a real estate agent who has been leading a campaign to get the airport to be more "friendly" toward its neighbors. "I don't want to make hay over somebody's demise, but it does point to the 'quiet hours' issue."

The "quiet hours" at Palomar stretch from 11 p.m. to 7 a.m. During that period, pilots are encouraged not to take off or land at the airport. It's a voluntary requirement, not mandatory measure. Neighbors would love for that to change.

Airport officials said there is no indication so far that the crash ---- one of the worst in the airport's history of more than 40 years ----- was in any way related to the lack of staffing at the control tower prior to 7 a.m.

"It would not have made any difference whatsoever in the incident we had today," said Bill Polick, a San Diego County spokesman who handles airport issues.

Stressing that the investigation is being handled by the National Transportation Safety Board, Polick said early indications are that the plane was not hampered by the lack of air traffic controllers, nor did weather conditions play a part. Others said the plane was fairly new and "some other factor" must have been at work.

Polick said the airport has navigation equipment allowing it to be used by pilots 24 hours a day. When there are no air traffic controllers on duty, pilots announce on a set radio frequency what position they are at and notify others in the area that they are coming in for a landing.

Even if investigators find that the lack of control tower staffing was a factor in the crash, a Federal Aviation Administration spokesman said it's "extremely highly unlikely" that Palomar's voluntary nighttime operating regulations would change because they are based on a different set of standards relating to noise issues rather than crash data.

Much to the ire of nearby homeowners, the federally established noise guidelines are not mandatory. Unlike San Diego's Lindbergh Field, Palomar isn't considered noisy enough to warrant mandatory requirements.

Carroll, who lives about two miles southwest of the airport in one of a series of housing developments south of Palomar Airport Road, said she usually hears about seven to 10 planes flying over her home during the period of quiet hours. Between 6 a.m. and the crash at 6:40 a.m., she heard three, she said.

Maureen Kube, who lives near Carroll, said she hopes that the crash brings "more attention and sensitivity" to airport issues, but a consultant studying conditions at Palomar said the crash may have no effect on her nearly completed noise study.

Produced by the Florida-based consulting firm URS Corp., the document assesses the airport's impacts on surrounding neighborhoods and recommends changes to the FAA. Paid for by the county, the study is in its final public comment period before going to the federal agency for its review.

Its recommendations include expanding the voluntary nighttime flight ban to include all planes, not just jet traffic. However, the federal agency is free not to accept that recommendation, consultant Deborah Murphy Lagos said.

Tuesday's crash probably will have no effect on the agency's decision on the recommendations because different departments within the agency handle crash issues and noise problems, she added.

"I hate to say it, but they're almost like different companies," she said.

FAA spokesman Mike Fergus confirmed this, saying "they're divorced from each other."

Lagos added that Tuesday's crash won't be mentioned in her new noise report because the document doesn't contain crash statistics. However, if people want their comments incorporated into the report, there is still a week left before the deadline, Lagos said.

Send comments to [deborah\\_murphy@urscorp.com](mailto:deborah_murphy@urscorp.com).

Contact staff writer Barbara Henry at (760) 901-4072 or [bhenry@nctimes.com](mailto:bhenry@nctimes.com).

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Friday, March 3, 2006

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Friday, March 3, 2006

Last modified Wednesday, January 25, 2006 10:07 PM PST

Investigators find 'black box' in Carlsbad plane wreckage

By: JO MORELAND - Staff Writer

CARLSBAD ---- Federal investigators found a cockpit voice recorder Wednesday with a tape that might have survived the fiery plane crash that killed four people at McClellan-Palomar Airport.

"It appeared to be in good shape," Kurt Anderson, investigator in charge of the National Transportation Safety Board probe, told reporters near the crash site at the north end of Palomar Oaks Way in Carlsbad's business park.



*A plane flies into McClellan-Palomar Airport in Carlsbad on Wednesday over the site of a Cessna Citation jet crash that claimed four lives a day earlier.*

**JAMIE SCOTT LYTLE** Staff Photographer

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However, despite a lot of recovered material, data and witness information, Anderson said it may be four to six months before an investigation report sheds light on what was happening when the twin-engine Cessna Citation jet from Idaho overshot Runway 24 and crashed Tuesday morning.

"This is a very slow and deliberate step-by-step process," Anderson said, adding that "at this point, we're nowhere near any significant conclusions."

Witnesses reported, he said, that the privately owned business plane touched down about halfway down Runway 24 before smashing through navigation equipment at the end of the runway, cresting a hillside embankment, slamming into a ministorage building and erupting in a fireball.

As relatives of the victims arrived at the crash site Wednesday, Anderson tried to get them as close to the scene as possible for a final look. Parts of the wreckage are to be removed today.

Among the questions remaining after Anderson's briefing were how fast the plane was going, why the landing gear was down and why the thrust reversers, that help slow the plane for a landing, weren't down.

"At this point, it's just a fact," Anderson said about the thrust reversers. "If he was going to go around, he would stow them (put them away)."

In interviews, pilots who use the airport at 2198 Palomar Airport Road said that the 4,600-foot runway, that has another 300 feet for safety, isn't that long.

"It's pretty short, realistically, for midsize and heavier-class jets," said Dave Williams of Salt Lake City, a corporate pilot. "It shouldn't be a problem for a Citation."

A selling point of the Citations, said the 40-year pilot, is that they can land in shorter distances and be used on

shorter runways.

"They're a good airplane," Williams said. "They're safe, dependable, and you can get them in and out of tight places. But if he had it halfway down the runway, he would have been hard-pressed to get it stopped."

Investigators were just starting to get information about the pilot and co-pilot, but Anderson confirmed that they were Idaho residents John C. Francis of Boise and Anthony A. Garrett of the Hailey, Idaho, area.

Sun Valley Aviation in Hailey, where the plane took off two hours before the crash, has identified the passengers as Janet Shafran of Ketchum, Idaho, and Frank Jellinek Jr. of Rye, N.H. Jellinek's family lives in La Jolla.

Still to be analyzed are the plane's voice recorder (also called a "black box"), radar data on the plane's approach, and videotape from airport security cameras, Anderson said. He also said witnesses have to be reinterviewed to confirm their statements.

"I have not seen anything indicating that the crew made any statement indicating they were having any problem," Anderson said at the briefing.

He noted that there didn't appear to be anything abnormal about the plane's engines, which also still have to be fully examined.

The possibility of wind shear during the accident on a clear sunny morning with light, variable winds will also be investigated, Anderson said.

Although the Carlsbad airport control tower is closed between 10 p.m. and 7 a.m. daily, the airport is open around the clock.

It has a navigational instrument for planes to home in on when they approach the airport and an instrument landing system as well, said Mike Fergus, FAA spokesman in Renton, Wash.

"Radar does guide them down to a certain point ... and then the pilot just merely takes over on the instrument landing system," Fergus said.

There is good audiotape of what was said between the regional approach controller and the pilot, and also of what was being said on the radio frequency used by pilots in the area as the plane came into the airport, Anderson said.

"Even though the tower was not open, the pilots at this airport were transmitting what they were doing, so any other pilots would have heard that," he said.

The FAA determines the tower's operation hours at the airport, which is owned by San Diego County. Fergus said the agency determines hours of operation by such things as an air traffic survey.

The county's most recent available traffic operations count for the Carlsbad airport was 207,956 takeoffs and landings in 2004, down from 255,104 in 2000. The airport is used by two commuter airlines, and businesses and professional sports teams, among others.

Fergus said the NTSB would also determine whether there is any connection between the Carlsbad's tower operating hours and Tuesday's crash, 20 minutes before the tower opened.

Witnesses who would like to give additional information to the NTSB can call an American Red Cross number at (800) 951-6601.

Contact staff writer Jo Moreland at [jmoreland@nctimes.com](mailto:jmoreland@nctimes.com) or (760) 740-3524. To comment, go to [nctimes.com](http://nctimes.com).



# **McClellan-Palomar Airport Part 150 Noise Compatibility Study Update**

**Final Public Meeting / Public Hearing  
January 10, 2006**

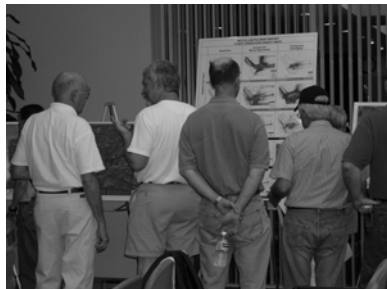


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## **Welcome to the 3<sup>rd</sup> Part 150 meeting!**

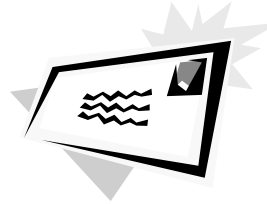
- ♦ **Open House begins at 6:30 pm**
- ♦ **Presentation will start at 7:00 pm**
- ♦ **Comment Period on the Noise Compatibility Program (NCP) begins at 7:30 pm**



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## **Your Comments on the Noise Compatibility Program**

- **Tonight**
  - Verbal – please fill out a Speaker Request Card
  - Public Input form
- **Prior to January 31, 2006:**
  - Public Input form
  - Letter to URS Corporation
  - Fax 813-636-2400
  - Email [deborah\\_murphy@urscorp.com](mailto:deborah_murphy@urscorp.com)
- **Comments and responses will be posted by  
February 28, 2006 at:**  
**<http://www.sdcounty.ca.gov/dpw/airports/mcpal.html>**



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## **Noise Compatibility Program**

**A Part 150 Study is a voluntary effort by an  
airport to achieve the greatest possible  
compatibility between the airport and its  
surrounding communities.**

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## **Noise Compatibility Program**

**Part 150 of the Federal Aviation Regulations requires that an NCP include:**

- **A description and analysis of the alternative measures considered in developing the program**
- **A discussion of why each rejected measure was not included in the program**

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## **Noise Compatibility Program**

**NCP measures cannot:**

- **Reduce the level of aviation safety**
- **Adversely affect the efficient use and management of the Navigable Airspace and Air Traffic Control (ATC) Systems**
- **Conflict with Federal Aviation Administration (FAA) programs, standards, or requirements**

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## Noise Compatibility Program

### NCP measures must:

- Reduce noise-sensitive land uses within the CNEL 65 dB
- Reduce housing/population within CNEL 65
- Prevent /discourage additional noise-sensitive development within CNEL 65

CNEL = Community Noise Equivalent Level, measured in decibels (dB)

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## Noise Exposure Estimates for 2009 No Action Condition

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

- ♦ NO noise-sensitive land uses within 65 CNEL
- ♦ NO housing/population within 65 CNEL

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## **Noise Compatibility Program**

### **The NCP for McClellan-Palomar Airport (CRQ) includes evaluation of:**

- **26 Operational Noise Abatement Measures**
- **8 Land Use Mitigation Measures**
- **21 Program Management Measures**

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## **Noise Compatibility Program**

### **Sources of these measures:**

- **Those required by Part 150 Regulations,**
- **PAR 2000 recommendations,**
- **The 1990 Part 150 Study,**
- **Suggestions from the public and PAAC**

PAR = Palomar Airport Roundtable  
PAAC = Palomar Airport Advisory Committee

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## **Operational Noise Abatement Measures**

**26 Measures Evaluated  
4 Measures Recommended**

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### **Recommended Operational Measure OM-4 Requires FAA Approval**

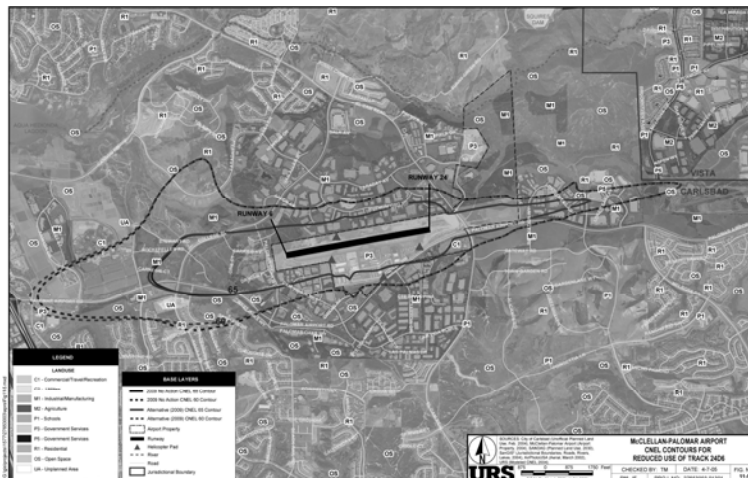
**When traffic volume permits, CRQ ATCT  
should instruct pilots to delay the left turn  
from Runway 24 until aircraft are west of I-5.**



ATCT = Airport Traffic Control Tower

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## Comparison of CNEL Contours – Reduced Use of Track 24D6



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## Noise Exposure Estimates for OM-4

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	413
Housing Units	0	155

<u>2009 OM-4</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
Population	0	406
Housing Units	0	152

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## Recommended Operational Measure OM-5 Requires FAA Approval

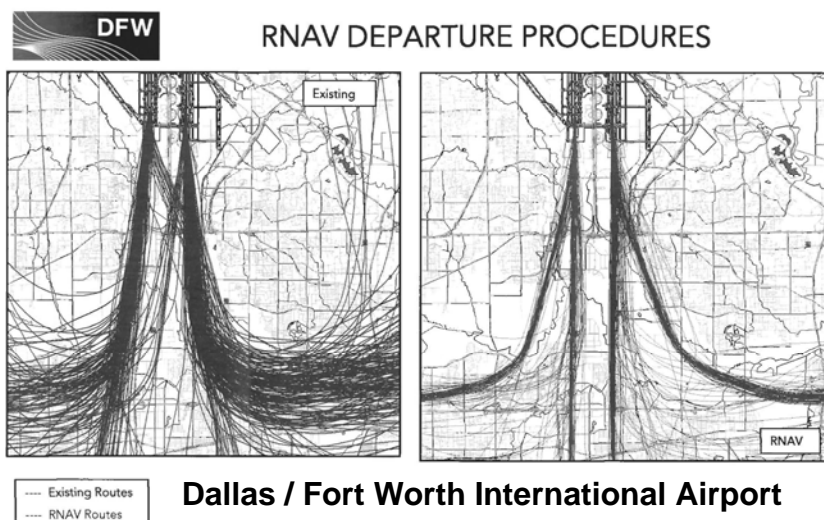
**CRQ should work with FAA to develop a  
GPS/RNAV departure procedure to  
emulate the “Alpha Departure” VNAP.**



GPS = Global Positioning System; RNAV = Area Navigation;  
VNAP = Voluntary Noise Abatement Procedure

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## Example of RNAV Implementation at DFW



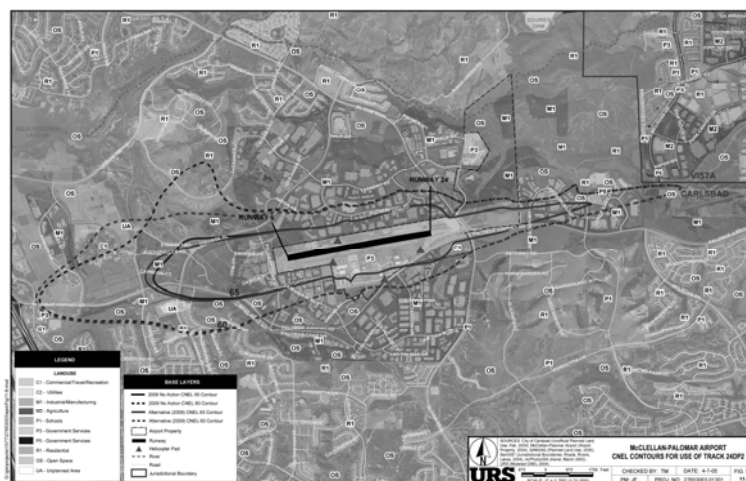
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## Operational Measure OM-15 Requires FAA Approval



**Runway 24 Departure to 285° -  
Proposed by PAR 2000; Modified for Operational Safety** URS

## CNEL Contour for Use of Track 24DP2



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**Noise Exposure Estimates for OM-15  
Runway 24 Departure to 285°**

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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Population	0	413
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Housing Units	0	155
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<u>2009 OM-15</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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Population	0	413
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Housing Units	0	155
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URS

**Recommended Operational Measure OM-23  
Does Not Require FAA Approval**

**CRQ should consider joining “Sound  
Initiative, a Coalition for Quieter Skies.”**



**SOUND INITIATIVE**  
*A Coalition for Quieter Skies.*

**To encourage retirement of Stage 1 & 2 Business / Corporate Jets**

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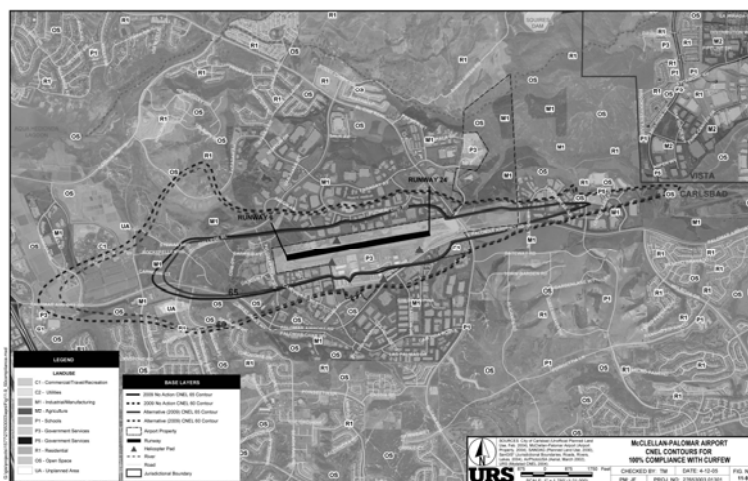


## Recommended Operational Measure OM-24 Requires FAA Approval

**CRQ should amend “Quiet Hours” to  
include all aircraft except emergency  
flight operations.**

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## CNEL Contours for 100% Compliance with “Quiet Hours”



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## Noise Exposure Estimates for OM-24 100% Compliance with “Quiet Hours”

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
-----------------------	----------------	----------------

<b>Population</b>	<b>0</b>	<b>413</b>
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<b>Housing Units</b>	<b>0</b>	<b>155</b>
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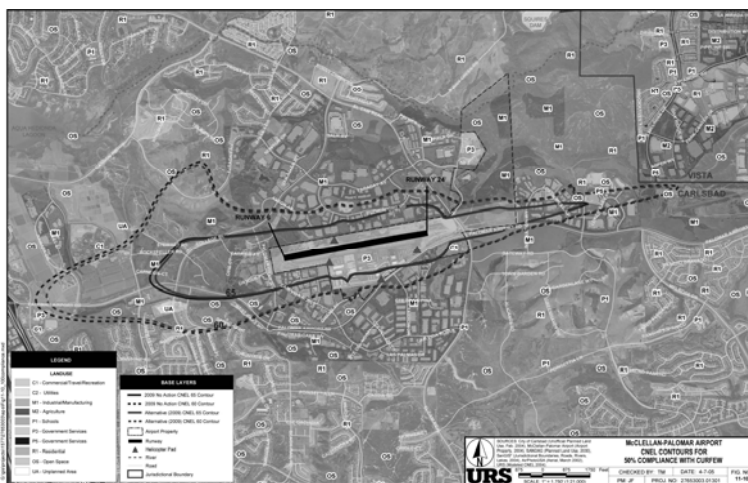
<u>2009 OM-24</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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<b>Population</b>	<b>0</b>	<b>316</b>
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<b>Housing Units</b>	<b>0</b>	<b>117</b>
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## CNEL Contours for 50% Compliance with “Quiet Hours”



**URS**

## Noise Exposure Estimates for OM-24 50% Compliance with “Quiet Hours”

<u>2009 No Action</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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<b>Population</b>	<b>0</b>	<b>413</b>
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<b>Housing Units</b>	<b>0</b>	<b>155</b>
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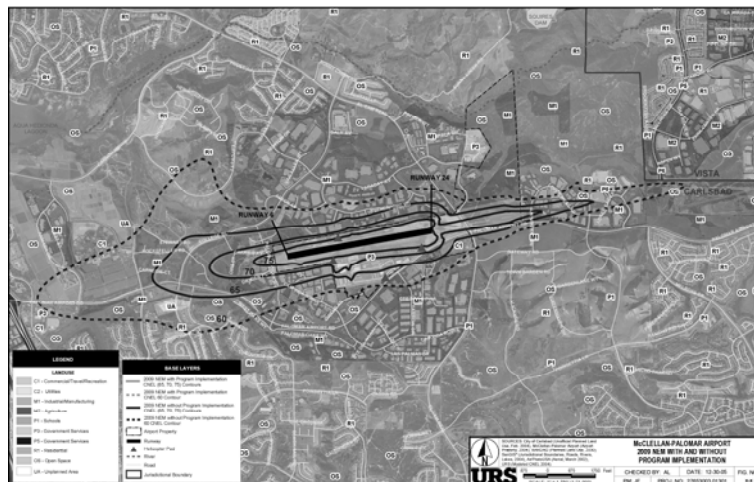
<u>2009 OM-24</u>	<u>65 CNEL</u>	<u>60 CNEL</u>
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<b>Population</b>	<b>0</b>	<b>354</b>
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<b>Housing Units</b>	<b>0</b>	<b>132</b>
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## 2009 Noise Exposure Map with and without Program Implementation



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**Noise Exposure Estimates for all  
Recommended Measures**

<b><u>2009 No Action</u></b>	<b><u>65 CNEL</u></b>	<b><u>60 CNEL</u></b>
------------------------------	-----------------------	-----------------------

<b>Population</b>	<b>0</b>	<b>413</b>
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<b>Housing Units</b>	<b>0</b>	<b>155</b>
----------------------	----------	------------

<b><u>2009 Proposed</u></b>	<b><u>65 CNEL</u></b>	<b><u>60 CNEL</u></b>
-----------------------------	-----------------------	-----------------------

<b>Population</b>	<b>0</b>	<b>350</b>
-------------------	----------	------------

<b>Housing Units</b>	<b>0</b>	<b>130</b>
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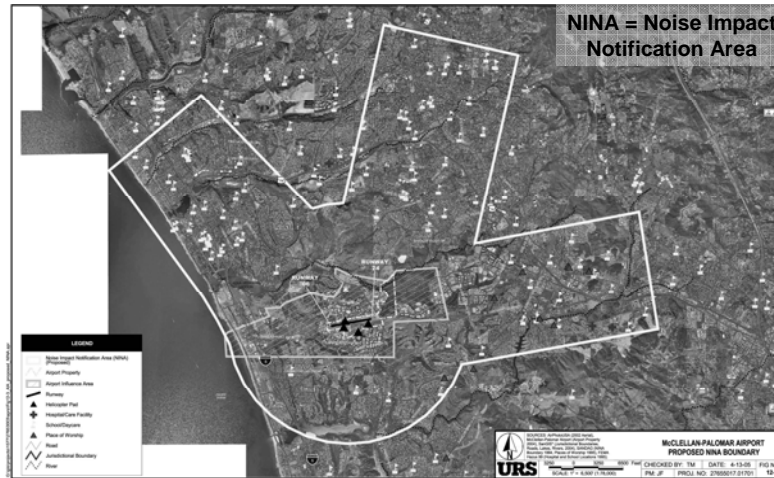
**Preventive Land Use Mitigation  
Measures**

**8 Measures Evaluated**

**5 Measures Recommended**

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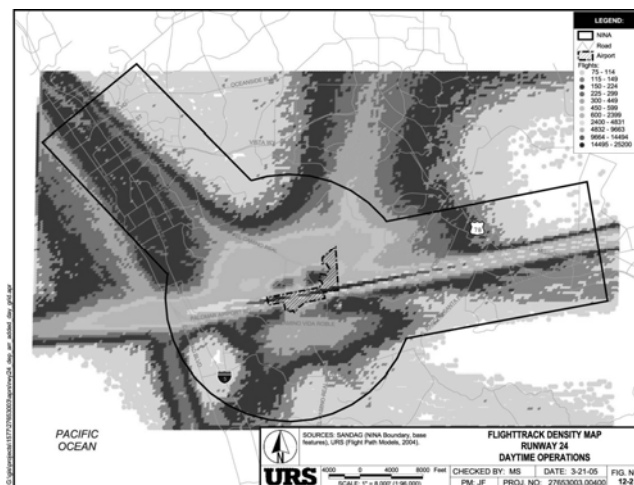
## Recommended Land Use Measure LUM-1 Does Not Require FAA Approval



CRQ Proposed NINA Boundary

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## Flight Track Density Map for Runway 24 Daytime Operations



## **Recommended Land Use Measures Do Not Require FAA Approval**

- **CRQ should provide updated NEMs, AIA, and NINA to SanGIS in electronic format.**
- **CRQ should encourage San Diego County and the City of Carlsbad to update the Noise Elements of their General Plans using the updated NEMs available through SanGIS.**
- **The City of Carlsbad should rezone the undeveloped areas designated RD-M, R-1, and E-A within the 60 CNEL to P-M.**
- **CRQ should encourage the California Board of Realtors, San Diego North County Board, and the Building Industry Association – Sales and Marketing Council, North County Division, to visit the SanGIS website for the most updated NEMs, AIA, and NINA.**  
**CRQ should work with the aforementioned organization to develop an “Airport Fact Book” for property sales agents.**
- **CRQ should provide San Diego County Regional Airport Authority (SDCRAA) with copies of their final NEM and NCP documents.**

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## **Program Management Measures**

**21 Measures Evaluated**  
**13 Measures Recommended**

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### **Recommended Program Management Measures Do Not Require FAA Approval**

- **Hire a dedicated Noise Abatement Officer**
- **Update maps identifying the noise-sensitive areas around the airport**
- **Produce an airport noise information booklet to help educate the community, homeowners associations, real estate officers, media, etc.**
- **Develop an official Web site to disseminate VNAP and other noise related information**
- **Request web masters to provide Internet link**

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### **Recommended Program Management Measures Do Not Require FAA Approval**

- **Coordinate with DPW PIO to disseminate information to news media**
- **Attend aviation association meetings to expand awareness of VNAP**
- **Distribute VNAP press releases to aviation media**
- **Provide VNAP information for distribution to pilots by Fixed Base Operators (FBOs)**

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### **Recommended Program Management Measures Do Not Require FAA Approval**

- **Erect monument signs along El Camino Real and Palomar Airport Road to inform drivers of the existence and location of the airport**
- **Produce signs, stickers, etc. with the VNAP logo, and prominently display and utilize them, as appropriate**
- **Conduct bi-annual VNAP training classes**
- **Implement “Fly Friendly” Program**

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### **Recommended Program Management Measures Require FAA Approval**

#### **If eligible for AIP funding:**

- **Upgrade Noise & Flight Track Monitoring System (GEMS to ANOMS 8)**
- **Install two additional NMTs**
- **When feasible, CRQ ATCT personnel should encourage the use of the VNAP.**
- **CRQ ATCT should conduct the recommended workload study.**

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## Next Steps

- ♦ **Collect additional public comments**
- ♦ **Revise NCP Document to incorporate additional public comments**
- ♦ **Submit NCP document to FAA for formal review and approval**
- ♦ **FAA has 180 days to review**
- ♦ **FAA issues Record of Approval**

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## McClellan-Palomar Airport Part 150 Noise Compatibility Study Update

**Final Public Meeting / Public Hearing**  
**January 10, 2006**



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## **Public Hearing Ground Rules**

- **Please fill out a Speaker Request Card.**
- **All comments will be documented by the court reporter.**
- **One person speaks at a time.**
- **Be concise, so everyone gets a chance to speak.**
- **Limit comments to 3 minutes per person.**
- **Express agreement / disagreement with recommendations.**
- **Focus on new input.**
- **Comments must be submitted by January 31, 2006.**
- **Responses will be posted by February 28, 2006 at:**  
**<http://www.sdcounty.ca.gov/dpw/airports/mcpal.html>**

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